

MEMORIALS

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KERBINGS, SCROLLS,
STATUES, TABLETS, &c.,
IN MARBLE & GRANITE.

DESIGNS & ESTIMATES

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SATURDAY, JULY 7, 1928.

日十二月五

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CANTON ARREST SENSATION.

BRITISH MERCHANT CAST INTO GAOL.

FORCED TO SPEND NIGHT IN FILTHY PRISON.

COVERED WITH VERMIN.

News of the sensational arrest of a British merchant and his clerk in Canton, both of whom were thrust into a filthy prison where they spent a whole night under terrible conditions, comes to hand this morning from our Shamen correspondent. The name of the merchant is not mentioned by our correspondent but another source gives it as Mr. Lillierap.

It appears that on Tuesday some trouble arose over a consignment of wines and spirits from Hongkong, which, although passed by the Customs and the Wine Tax Bureau, was later seized by the latter.

After ineffectual protests, the merchant and his clerk were conducted by detectives to the Bureau Headquarters, where revolvers were thrust at them, and later they were taken to the Finance Ministry.

At the latter place, two soldiers with fixed bayonets handed them over to armed guards, who thrust them into a small, evil-smelling cell where there were over twenty Chinese prisoners, and here they were kept all night, suffering all manner of indignities.

Eventually, there was British consular intervention and the merchant and his clerk were later released, being taken to the Ministry of Foreign Affairs, where Mr. Chu Chao-hsin, the Foreign Minister, expressed deep regret for the incident.

On returning to Shamen, the merchant and clerk had to burn all their clothing, which was covered with vermin. Claims for compensation, return of the cargo and punishment of those responsible are likely to be made.

BRITISH CONSULAR INTERVENTION.

Shamen, July 6. On Tuesday last an English boat. On the way down the river, merchant was arrested in the armed guards made a great Customs examination shed in Can. display of their revolvers and tin and later imprisoned in a filthy generally made everyone feel very Chinese prison from 5.30 p.m. that uncomfortable. day until 8 a.m. on Wednesday.

Interviewed yesterday by your correspondent, he stated that he was in the Customs sheds having some cases of wines and spirits, which had just arrived from Hongkong by the s.s. Kwangtung, examined, when the motor boat in which the cases were lying was approached by another motor boat belonging to the Kwangtung, Honam and Canton Wine, Spirit and Cigarette Stamp Tax Bureau with four heavily-armed men.

Seeing that the cargo was in order with the Customs and also that the necessary pass had been obtained from the Kwangtung Wine Tax Department, the merchant was very much surprised to be approached in such a way by a Department with which he had never had any previous connexion, but after considerable discussion he was assured that the necessary permit would be issued and the cargo again passed by this Stamp Tax Bureau.

Cargo Seized.

He then left the cargo and went over to the Customs House, but a few minutes later one of his coolies came after him and informed him that the cargo had been seized.

The merchant then proceeded with his clerk to the office of the Kwangtung Wine Tax Bureau and informed them that the wine for which they had granted a release permit that morning had been seized by the Bureau, so they sent one of their detectives back to the Customs examination shed (alongside of which the cargo will still lying in the motor-boat) who informed those who had just seized the cargo that his department had already issued all necessary permits and that the cargo was quite in order and could proceed to Shamen without any further hindrance.

The detective in charge of the seizure replied that he was well aware that all was in order, but he wished the chop of his office placed on the cases and for this purpose it would be necessary to take the cargo down to a wharf food to them. This was granted, but situated off the end of the Tai all the food was tasted first and even Ping Maloo, near the Kah Nam bottles of mineral water were opened and partly consumed. Sleep was from the Customs sheds. This impossible, as the size of the room was done, the merchant and his

Food Brought.

About 9.30 p.m. the merchant's "boy" arrived with a card from the British Vice-Consul asking for permission to mission for the bearer to carry in take the cargo down to a wharf food to them. This was granted, but situated off the end of the Tai all the food was tasted first and even Ping Maloo, near the Kah Nam bottles of mineral water were opened and partly consumed. Sleep was from the Customs sheds. This impossible, as the size of the room was done, the merchant and his

MRS. PACE IS FOUND NOT GUILTY.

EMOTIONAL END TO DRAMATIC MURDER TRIAL.

VERDICT IS CHEERED.

London, July 6. A criminal trial which has been characterised throughout by emotional scenes rare in the history of English jurisprudence had a remarkable ending to-day, the fifth day of the hearing, when Mr. Justice Horridge, without calling for evidence for the defence, directed the jury to return a verdict of "Not Guilty" against Mrs. Pace, who was thus acquitted.

The prisoner, who is aged 36 years, was indicted on a charge of poisoning by arsenic her husband, a sheep farmer, of Coleford, Forest of Dean.

She was arrested on May 22nd, following the Coroner's verdict, after an inquest lasting some months and which was adjourned no fewer than fourteen times.

Popular sympathy throughout has been with Mrs. Pace, and Mr. A. A. Purcell, Labour M.P. for Forest of Dean, raised a defence fund which quickly reached £1,300.

Crowds outside the Court cheered her daily throughout the trial and hoisted the deceased's relatives.

The demonstrations culminated in an extraordinary scene after the verdict, the multitude hurrahing for the prisoner, the Judge and the jury.—*Reuter.*

TOTALISATOR BILL DEAD.

LABOUR OPPOSITION IN THE HOUSE OF COMMONS.

A CLOTHED SKELETON.

London, July 6. After drastic modification, the Totalisator Bill reached the report stage in the House of Commons to-day.

Mr. Ramsay MacDonald announced that the Labourites would oppose the remaining stages of the Bill. He asked the Speaker to rule out the measure on account of the fundamental alterations which had been made.

The Bill now made the State directly responsible for the machinery established, said Mr. MacDonald, whereas in the original Bill there was nothing to make the State a partner in betting.

The Speaker ruled that the Bill retained its original skeleton, but it had since been clothed with flesh and blood.

Sir William Joynson-Hicks, the Home Secretary, expressed the opinion that it would be only fair for the House to respect the work of its own Committee by allowing the Bill to proceed.

A Labourite motion to re-commit the Bill was defeated by 114 votes to 104.

Nevertheless, owing to the congested programme and the opposition evinced, it is very doubtful whether the Government will grant further facilities for the discussion of the Bill, which is now generally regarded as dead.—*Reuter.*

THE EMPIRE SERVICE LEAGUE.

LORD JELlicoe THE NEW PRESIDENT.

London, July 6. On the invitation of the Prince of Wales, Admiral of Fleet Lord Jellicoe has accepted the post of Grand President of the British Empire Service League in succession to Lord Haig.—*British Wireless.*

BISLEY SHOOT RESULT.

SCOTLAND WINS ELCHO SHIELD.

London, July 6. The Elcho Challenge Shield shoot at Bisley to-day resulted in a capital victory for Scotland, the scores being: Scotland, 1662 points; England, 1631 points; and Ireland, 1300 points.—*Reuter.*

THE VARSITY DUEL PROSPECTS.

BOTH TEAMS IN GREAT FORM.

LEICESTER'S RECOVERY IN KENT MATCH.

MORE HEAVY SCORES.

Both University teams have been in brilliant form this season, and the annual match which begins at Lord's on Wednesday next will be more than usually interesting as form has been extraordinarily even.

In the match concluded yesterday, Cambridge beat the M.C.C. at Lord's, paralleling Oxford's success earlier in the week, while Oxford were defeated at Eastbourne by H. D. G. Leveson-Gower's XI, a fate which befell Cambridge earlier in the week.

The Lord's match was a triumph for W. V. Robins, who not only took 6 wickets for 61 runs, but hit up a century. At Eastbourne,

YESTERDAY'S AERIAL MISHAP.

Engine Fault Causes Forced Descent.

NO INJURIES CAUSED.

It now transpires that the aeroplane mishap yesterday, exclusively reported in the *Telegraph*, was due to engine failure.

The machine, a Fairey 3D, of the 442 F.R. Flight, was piloted by Flying Officer G.H. Randle. An engine fault developed while the plane was flying over the harbour, and it was necessary to make a forced landing near Shaikwan.

No injuries were received by the pilot or the other two occupants of the plane.

Oxford's demonstrated their batting strength in the second innings, but the bowling was severely trounced.

In County matches, Kent, the leaders, were held by Leicester in spite of some brilliant bowling by "Tich" Freeman. Shipman scored 226, his highest score in Leicester's second innings. Notts won with an innings to spare, but Lancashire had to share points with Worcester in a match interrupted by rain.

RESULTS AT A GLANCE.

Cambridge University bent the M.C.C. by eight wickets. Northants defeated Warwick by nine wickets.

Surrey won on the first innings v. Somerset.

Kent won on the first innings v. Leicester.

Hants won on the first innings v. Essex.

Sussex defeated Gloucester by an innings and 65 runs.

Notts defeated Glamorgan by an innings and 7 runs.

Worcester v. Lancashire. Match drawn.

Yorkshire won by 190 runs v. West Indies.

Leveson-Gower's XI. defeated Oxford University by eight wickets.

FOURTEEN CENTURIES.

The principal individual performances were: Shipman (Leicester) 226
Shipman (Kent) 160
Mead (Hants) 156
P. G. T. Kingsley (Oxford U.) 144
Hopwood (Lancs.) 136
Ducat (Surrey) 121
Nichols (Essex) 112
Nigel Haig (M.C.C.) 111
Barratt (Notts) 110
Whysall (Notts) 107
W. V. Robins (Cambridge U.) 101
E. T. Killick (Cambridge U.) 101
Howell (M.C.C.) 101
Cook (Sussex) 100
* Not Out.

Bowling.

Freeman (Kent) 8 for 60
Macaulay (Yorks) 6 for 60
W. V. Robins (Cambridge U.) 6 for 60
Bates (Hants) 5 for 44
Boyes (Sussex) 5 for 44
(Continued on Page 10.)

PIRACY ON WEST RIVER.

A.P.C. LAUNCH FIRED AT AND BOARDED.

CREW LOSE EFFECTS.

Brief details of the piracy of a lighter belonging to the Asiatic Petroleum Company are contained in British naval wireless messages received from the West River district this morning.

It appears that the lighter Pank Wan Shann was attacked by pirates near Kat Lee yesterday afternoon, being heavily fired on. Messages received up to the present do not state whether the firing was from the shore or from another vessel on the river.

It is established, however, that the pirates succeeded in getting aboard the launch and proceeded to ransack the personal effects of the crew.

There was some cargo on the lighter at the time, but this was not interfered with. Members of the crew lost all their money and personal belongings.

The pirates hurriedly left the lighter when they were told that a gunboat was following up. The Pank Wan Shann eventually arrived at Samshui at about midnight.

AFFRAY ABOARD STEAMER.

COOK'S HAND ARRESTED ON THE "PERLAK."

CHARGE OF MURDER.

With the arrival of the s.s. Perlak in Hongkong yesterday, it was revealed that a serious affray occurred on the voyage, with the result that one of the cook's hands has been arrested on a charge of murder.

The incident is said to have occurred before the Perlak arrived at Manila. During an altercation, Tam Sze-tong, 17 years of age, who was employed on board as a galley assistant, is alleged to have attacked the cook, Yeung Hing-fat, with a kitchen knife and inflicted serious injuries from which the man died on being removed ashore to hospital on the ship's arrival at Manila.

Tam Sze-tong, who is a native of Nanchang, was subsequently held on a charge of murder, and was turned over to the Water Police when the Perlak came into Hongkong yesterday.

He appeared before Mr. R. E. Lindell at the Central Police Court this morning, and was formally remanded.

MAURETANIA'S NEW RECORD.

AVERAGE SPEED OVER 25 KNOTS.

London, July 6. The Cunard liner Mauretania, which is twenty-one years old, arrived at Southampton to-day having established a new record for the Southampton-Hong Kong return trip, making the double journey in twelve and a quarter days.

Her average speed was 25.3 knots and the best day's run was 611 miles.—*British Wireless.*

THE DONETZ TRIAL.

ALL ACCUSED GERMANS ARE FREE.

Berlin, July 6. As a result of the Donetz trial at Moscow, the German, Badstuber, was nominally sentenced to a year's imprisonment, but he has been actually released because he gave evidence as a Crown witness. He was the only German convicted out of five originally arrested. Two were released early in the proceedings, whilst the others, Meyer and Otto, were acquitted.—*Reuter.*

Bulls and Inners

From the Office Butts.

Call money in New York is easier. When we call ours, it takes no notice. If the Mystery Man calls at this office he will find several questions that will stretch him to the limit.

Yes, we were sure there was a catch somewhere. Persian kitchens for sale this week! To-night's talk under Government broadcast (Domestic Science Section) will be by Mr. Yau Mo (President of the Cook-Boys' Guild) on: "Banana Fritters, or the Modern Trend in Cookery."

These wives with a small vocabulary usually have a big turnover. One advantage which Hongkong Americans have is that they can officially celebrate Independence Day on something stronger than iced water. You betcha!

Why was Irene Savidge? Because she went into the park with Money and came out with two coppers. What with the Grand Tattoo and the Wembley Restaurant, the necessity for Home leave will soon disappear.

Morse heard during the Government broadcast sounds like several carpenters working in the City Hall during a recital. Aberdeen Town Council is thinking of raising a loan of £10,000—probably from someone who doesn't ask for repayment.

A heading we never expect to read: "Magistrate Complains Regarding Shortage of Hawker Cases: C.S.P. Promises to meet the Demand." Shareholders say that Moutrie's dividend and bonus strike the right note.

The D. P. golf expert spoke of Monday's rain at Fanning as having "descended on one directly one got well away from shelter," adding that "not only did it soak one to the skin, but it ruined one's grip." Deah me!

Men's suits are now being made with secret pockets for money. Wives will greet this news with cynical smiles. Judging from its latest campaign, there are no flies on the Canton Public Health Bureau.

We saw a flapper yesterday. She looked as though she had got down to her last lip-stick. There's precious little free speech in Hongkong. A workman has just fined for blasting in prohibited hours.

A lawn mower will halve your work in the garden. Better still paddy. Even a C.S.P. can get into a buy two.

A tip to those who provide music in our favourite eating place:—A haunting refrain is generally one that has been done to death.

To-night's beside story: "Atmospheric, or Little by Little." Chiang Kai-shek spent a day at the dentist's recently, and now Feng Yu-shiang is unable to go to Peking because of toothache. It looks as if they've been biting off more than they can chew.

"Exhausted."—An operation for appendicitis takes it out of you. Local fowl merchants have been fined for not watering their birds, MacWhirter this past week has also experienced extreme difficulty in inducing friends to keep him realised until now how far it supplied with drink.

The *China Mail* referring to the search for the "Italia" speaks of "Search in Antarctic"! We knew it was lost, of course, but had not realised until now how far it had drifted. Local wives do not know when they are well off. A Shanghai one was shot this week.

Our O.B.I. goes this week to the intelligent compositor who set up a Chinese militarist as "General Who." Song for the Rejuvenated: Gland of Hope and Glory.

A Kowloon baritone has strained his larynx in trying to get A flat. His is the stuff that scenario solists are made of. State of Hongkong roads: Mongkok-Castle Peak.—Macdonald lying around as usual (they ought to put the blighter in gaol); Post Office-Wanchai.—Pedestrians encumbering the thoroughfare; Shaikwan-Repulse Bay.—Coolies at lunch.

Chicago will shortly erect a Monument to the Unknown Victim. Scots ladies do not make good tennis players. They keep too firm a grip on their racket. Hey, move over. Have you sent in your emblem design yet?

"Poel"—We have carefully examined your product and find that it is what is known as a kissing canticle. Try a little plain baking soda in your drink ing water and you will feel easier in your mind.

"Bullito"—Like most criminals we favour the short sentence. A Kowloon man nearly swooned the other night. He found his wife washing a fruit plate. Later the investigation showed that she was "bottle-neck," its prejudices don't merely removing the auction number.

Some of these Fanling golfers revoke a lot; they play a apade when they ought to have played a club. This week's cinema sub-title—His barber cut him so badly that he took a drink of water to find if his face leaked.

Teas are now served by Imperial Airways. High teas? The bowling green chorus: "The mower we are together!"

MacWhirter, he says that although Kowloon objects to its "bottle-neck," its prejudices don't merely removing the auction number. go any deeper



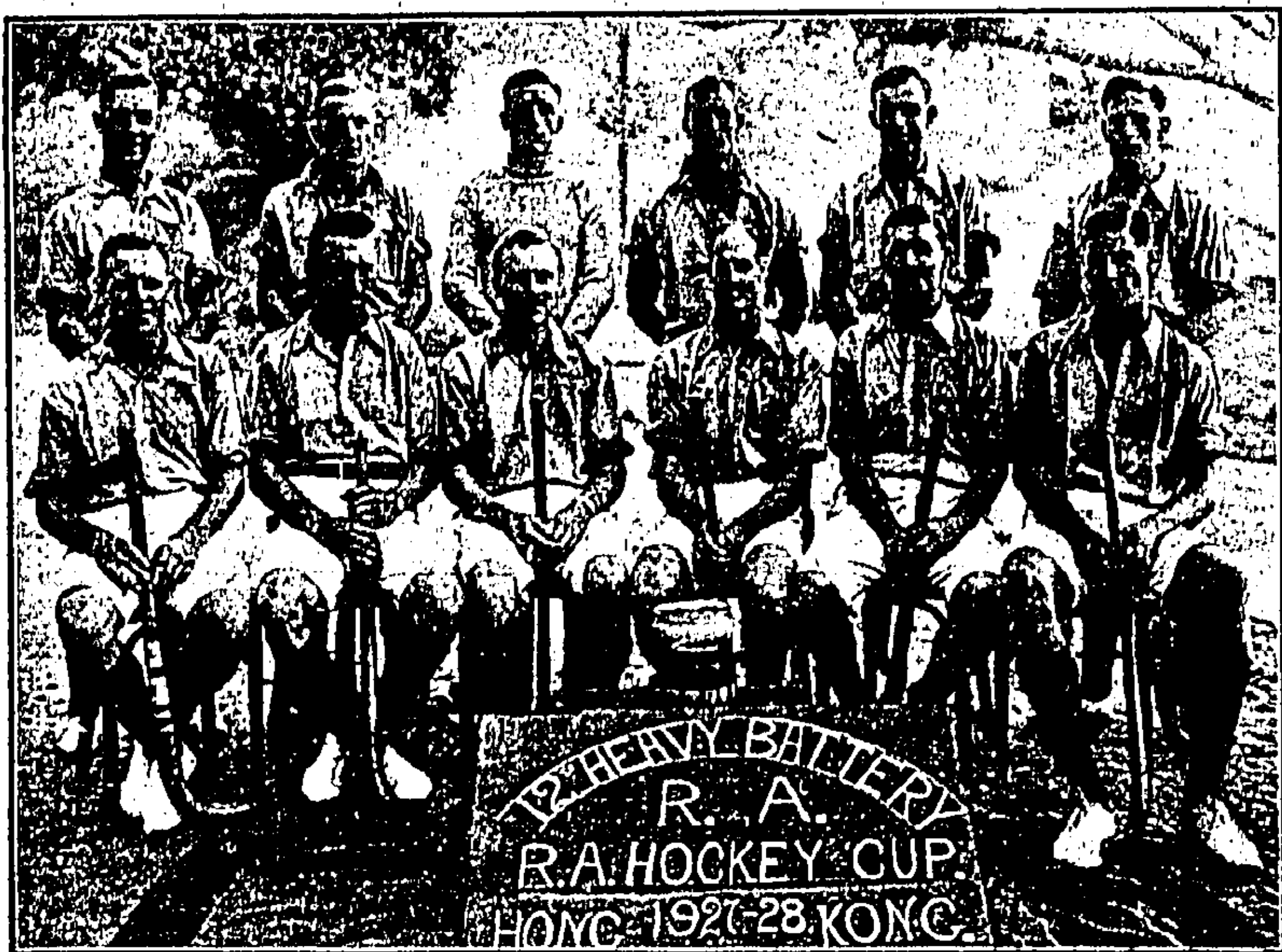
Athletes from the 12th Heavy Battery Royal Artillery, with trophies. (Photo: Ming Yuen).



The rowing team of the 12th Heavy Battery Royal Artillery, with trophies. (Photo: Ming Yuen).



The Kowloon-Canton Railway and General Post Office football teams which met in the inter-departmental competition last Sunday, the result being a draw of one goal each. (Photo: Mee Cheung).



The 12th Heavy Battery Royal Artillery hockey team, with championship trophy. (Photo: Ming Yuen).



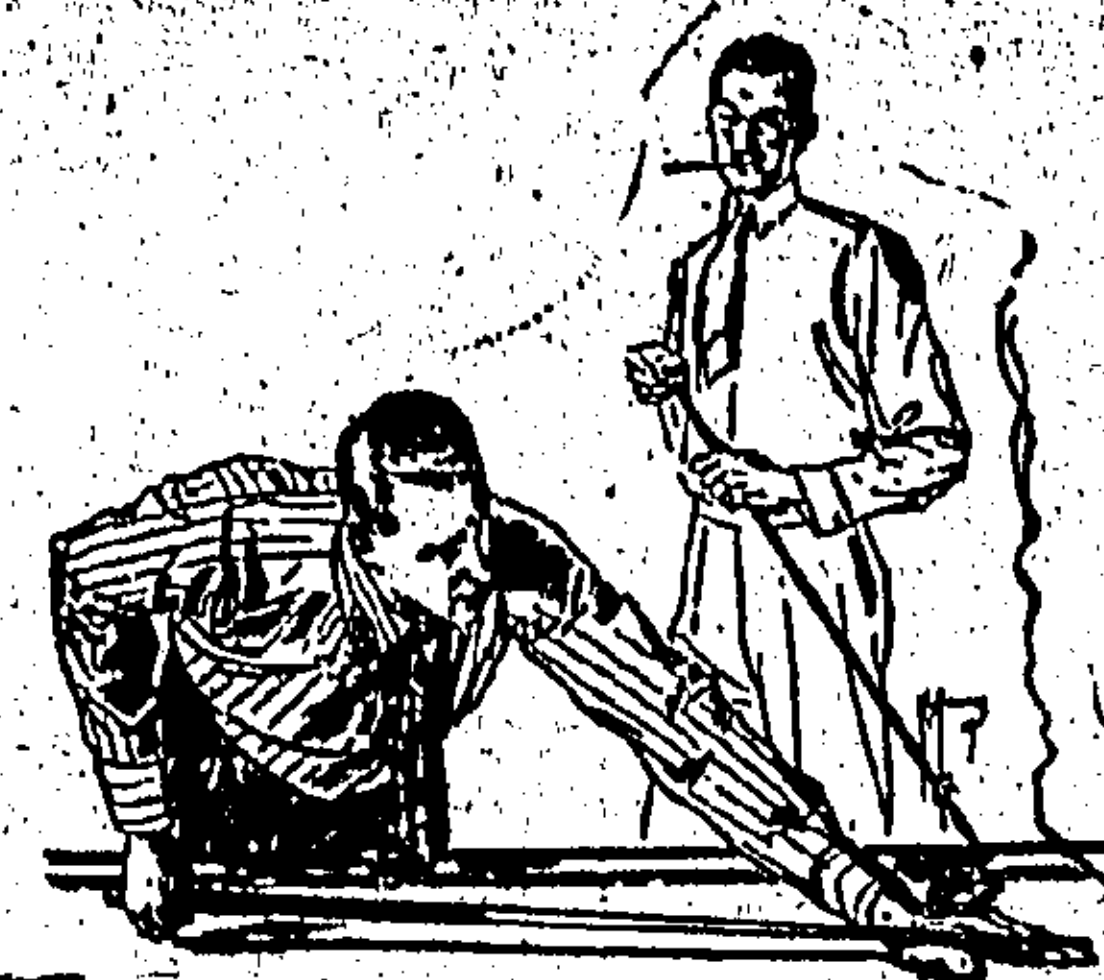
A pretty scene during the character dancing by children of thirty nations at the League of Nations Festival of Youth at the Crystal Palace. (Photo: Central News).



A group of Japanese children who took part in the League of Nations Festival of Youth in London recently. (Photo: Central News).



The Misses Alison and Doris, with men of the K. O. S. B., aboard the Empress of Asia on their recent departure from the Colony.



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TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 154, Praya East. Phone C.547.

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New Advertisements.

CHURCH NOTICES.

To-morrow the Fifth Sunday After Trinity.
LOCAL SERVICES.

St. John's Cathedral, Hongkong July 8, 1928. 5th Sunday after Trinity. Choral Eucharist 8 a.m. Children's Service 10.15. Peak Sunday School 10 a.m. Mattins 11 a.m. Preacher: The Dean Evenson 6 p.m. Preacher: The Rev. H. V. Koop. Social Evening in Cathedral Hall after Evenson.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Sacrament." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

Wesleyan Methodist Church, Queen's Road East, Sunday Service: Morning, 10.15 a.m. Preacher, Rev. J. C. Knight. Subject: "The Happy Man." Evening: 6 p.m. Preacher: Rev. J. C. Knight. Subject: "What Burden." Sailors and Soldiers Home, Arsenal Street, Sunday, 3 p.m. Men's Bible Class, 8.15 p.m. Service Men's Hour, Monday, 5 p.m. Meeting of the Ladies Church Aid.

THE CHINA LIGHT AND POWER COMPANY (1918), LTD.

NOTICE IS HEREBY GIVEN that an Interim Dividend of Five per cent. on the paid-up Capital of the Company has been declared in respect of the financial year ending 30th September, 1928, and that such dividend will be payable on Tuesday, 7th August, 1928, on and after which date Dividend Warrants may be obtained upon application at the Head Office of the Company, St. George's Building, Hongkong.

The Transfer Books of the Company will be CLOSED from Monday, 23rd July, 1928, to Monday, 6th August, 1928, both days inclusive.

By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th June, 1928.

CAFE PAVILION AND BAKERY KOWLOON.

NOTICE IS HEREBY GIVEN that the undersigned has purchased this business as from 1st July, 1928, and that Mr. B. E. Akst or Forprodist Limited has no longer any interest in same.

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Lammett's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on **MONDAY**, the 9th July 1928, at 11 o'clock a.m. at The Sul Heong Yuen Godown, Praya, Mongkok 92 Kegs Dyes.
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Hongkong, July 6, 1928.

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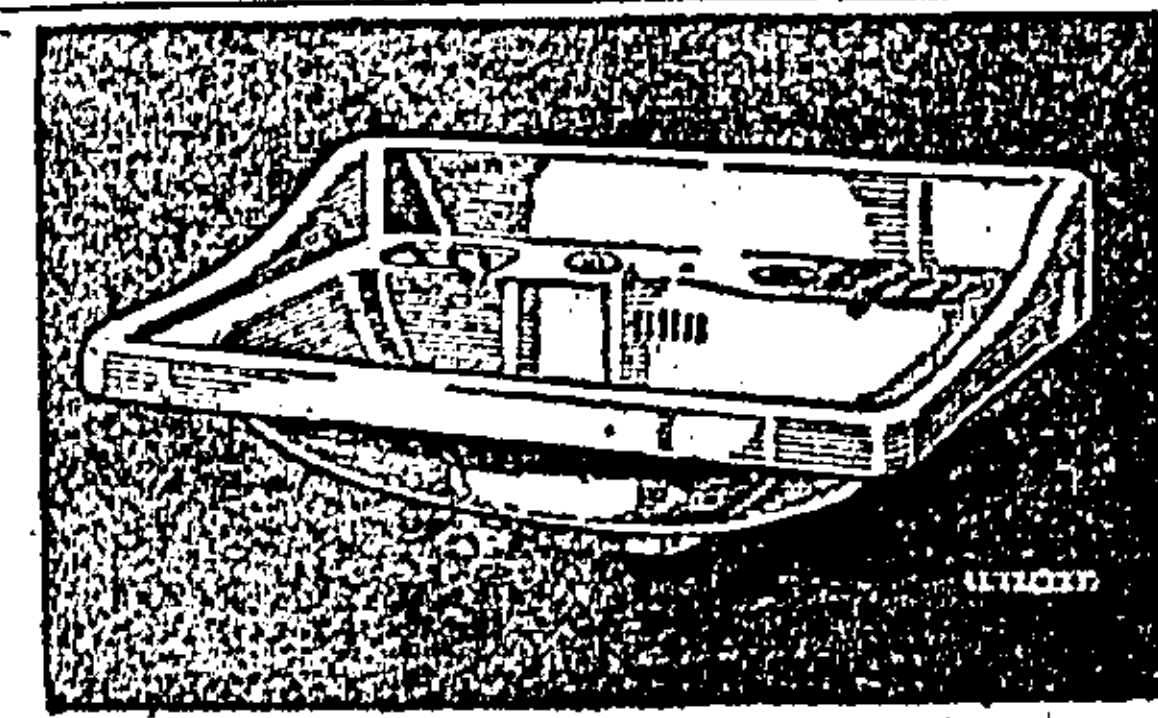
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HAND & ELECTRIC MASSAGE

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POST OFFICE NOTICE

Radio Letter Telegrams are accepted subject to the following conditions:

1. Minimum delay in delivery, 24 hours.
2. Messages must be written in plain English or plain Spanish. Code addresses may be used. Groups of figures, trade marks, trade names and trade expressions must be expanded by qualifying words so that messages will offer an intelligible sense to ANYONE reading them.
3. Each message must bear the indication RL as part of the address. The indication is connected and charged for as one word. No limit on the number of words a message may contain.

To	Minimum 20 Words.	Additional Word.
Manila	2.00	10
San Francisco & Bay Cities	10.00	14
Other Offices in California & other Pacific States	11.00	18
Central States U.S.	12.00	63
Mountain States U.S.	12.20	61
Eastern States U.S.	13.00	65
British Columbia 1st Zone only	13.20	61
Alberta, Saskatchewan & Manitoba	12.00	63
Ontario, Nova Scotia, New Brunswick & Quebec	13.00	65
Newfoundland	13.80	69

M. J. BREEN,
POSTMASTER GENERAL.

24th February, 1928.

RADIO TELEGRAPH SERVICES are now in operation as follows:

Ships at Sea, Europe, American Continent, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo-China, Province of Yunnan, British North Borneo, Siam, Canton, Swatow, Kwong-chow, Fort Bayard, Tchekum, Hoihow, Amoy and Foochow, etc.

It is notified for information that the rate for the Dutch East Indies has been reduced to \$1.05 per word. The rate for the Dutch East Indies has been reduced from \$1.00 to 90 cents per word as from April 25th, 1928.

Rates and further particulars on application to the RADIO COUNTEY, 1st Floor, Government Building.

Telegraphic Addresses:—Persons and firms having correspondents in the places named above should in order to avoid delay to telegrams received by radio register their telegraphic addresses immediately.

A direct service to Yunnan Province was opened 20th April, 1928. The inclusive charge will be 60 cents per word; no charge will be collected from the addressee in Yunnan. The service is, however, liable to interruption owing to atmosphere disturbances and messages are accepted at sender's risk.

Commencing 12th June the radio telegraphic rate between Hongkong and Canton was reduced to 20 cents (Hongkong currency) per word. No charges will be payable by addressees at either end.

Outable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

The Public are reminded that the 1 cent rate for circulars for addresses in the Colony or Weihaiwei applies only when such circulars are posted in batches of not less than ten of uniform size and weight, by being delivered to an officer of the Post Office.

INWARD MAILS

From	For	Due
Shanghai and Swatow	Sunning	July 7.
U.S.A., Canada, Japan, Shanghai, and Europe via Siberia	President Jefferson	July 8.
Australia and Manila	Arfura	July 8.
Manila	President McKinley	July 9.
Canada, U.S.A., Japan and Shanghai	Empress of Asia	July 9.
Straits	Taina	July 9.
Shanghai	Linan	July 9.
Australia and Manila	Taipei	July 10.
Straits	Hosang	July 11.

OUTWARD MAILS.

For	Per	Date and Time.
Sandakan	Mausang	Sat., July 7, 4.30 p.m.
Straits	Sui Sang	Sat., July 7, 4.30 p.m.
Manila, Australia and New Zealand via Brisbane	Burma Maru	Sat., July 7, 2.30 p.m.
	Registration	4.45 p.m.
	Letters	2.30 p.m.
	(Due Brisbane 24th July).	
Swatow, Amoy and Foochow	Hai Ching	Sat., July 7, 2 p.m.
Formosa	Batavia Maru	Sat., July 7, 2.30 p.m.
Fort Bayard	Wing Wo	Sat., July 7, 4.30 p.m.
Amoy	Anhui	Sat., July 7, 5 p.m.
Bangkok	Apoey	Sat., July 7, 5 p.m.
Hoihow	Soon Ann	Sat., July 7, 5 p.m.
Straits, Ceylon, India, Mauritius, L. Marques, East and S. Africa	Panama Maru	Sat., July 7, 5 p.m.
Bangkok via Swatow	Kaying	Sun., July 8, 9 a.m.
Swatow, Amoy and Formosa	Kishu Maru	Sun., July 8, 9 a.m.
Manila	Pres. Jefferson	Sun., July 8, 9 a.m.
Swatow	Hydrangea	Mon., July 9, 2.30 p.m.
Amoy	Sunning	Mon., July 9, 5 p.m.
Japan, Canada, U.S.A., Central and South America, and Europe via Victoria B.C.	President McKinley	Mon., July 9, 3 p.m.
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due Victoria B.C. 30th July).	
Shanghai and Europe via Siberia	President McKinley	Mon., July 9, 3 p.m.
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.
Swatow, Amoy and Foochow	Haihong	Tues., July 10, 2 p.m.
Manila	Emp. of Asia	Tues., July 10, 3.30 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Hector	Wed., July 11, 3 p.m.
	K. P. O.	
	Registration	9 a.m.
	Letters	10 a.m.
	G. P. O.	
	Registration	9.45 a.m.
	Letters	10.30 a.m.
	(Due Marseilles 8th August).	
Swatow	Pooshing	Wed., July 11, 10 a.m.
Amoy	Ho Sang	Fri., July 13, 10.30 a.m.
Japan and Victoria B.C.	Proteslaus	Fri., July 13, 10.30 a.m.
Swatow, Amoy and Foochow	Haining	Fri., July 13, 2 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Kamo Maru	Fri., July 14, 3 p.m.
	K.P.O.	
	Registration	13th 4.30 p.m.
	Letters	14th 9 a.m.
	G.P.O.	
	Registration	14th 8.45 a.m.
	Letters	14th 9.30 a.m.
	(Due Marseilles 18th August).	
Manila, Australia and New Zealand via Thursday Island	Parcels	16th 5 p.m.
	Taipei	Tues., July 17, 10.30 a.m.
	Registration	9.45 a.m.
	Letters	10.30 a.m.
	(Due Thursday Island 28th July).	

* Correspondence bearing vessel's name only.

LE TOUQUET MYSTERY.

FRESH DEVELOPMENTS EXPECTED.

Boulogne, June 6. Fresh developments are expected in the near future in the police inquiry into the mysterious murder of Mrs. Florence Wilson, whose body was found four weeks ago in the forest of Le Touquet, near the golf club. So far the police investigation has given no result.

Mr. Wilson, the husband of the victim, whose body was taken back to England and cremated, returned

ed to Boulogne to-day by the noon steamer from Folkestone. After consulting with his counsel, Mr. Sergeant, he called with the latter on M. Monmessin, investigating magistrate in charge of the case. In the presence of two detectives from the Paris Surete Generale they had a long conference. All possible details concerning Mrs. Wilson's previous visits to Le Touquet and the acquaintances she made during her stays there were given by Mr. Wilson. There are reasons to believe that the police are going to make inquiries in an entirely new direction, and that the arrest of the criminal may follow soon.

\$100,000

STOCK MUST BE CLEARED.

OUR CLOSING SALE

NOW PROCEEDING

The entire stock in our
LADIES' AND FURNISHING DEPARTMENTS
are being offered at

33 $\frac{1}{3}$ % *Discount*
off all regular prices.

Never in the History of Hongkong has such an opportunity occurred to replenish your Wardrobe or Furnish your House on such advantageous terms.

STUPENDOUS BARGAINS

In Millinery and Flowers, Dresses, Winter Coats and Jumpers, Dressing Gowns, Raincoats, Underwear, Corsets, Bathing Costumes, Sunshades and Umbrellas, Ribbons, Scarves, Manicure Sets, Nightdress Cases, Handbags, Handkerchiefs, Silk Hosiery, Haberdashery, Novelties, etc., etc., also all surplus goods in Children's Wear.

Children's and Ladies' Shoes, Voiles and Boys' Clothing, Hats, Ties, Shirts, Underwear, etc.

Furniture, Furnishing Fabrics, Cretonnes, Tapestries, Bed Linen, Sheeting, Blankets, Quilts, Dusters, Kitchen and Pantry Cloths, Cushions, Carpets and Rugs, Cutlery, China and Glass, Pyrex Ware, Brass Ware, Locks, etc. Brass and Wooden Curtain Rods and Rings.

IN THE
GENTLEMEN'S TAILORING AND OUTFITTING
DEPARTMENTS

We are holding our

ANNUAL SUMMER SALE.

Bargains in Socks, Golf Hose, Boots and Shoes, Raincoats, Bathing Costumes, Underwear, Shirts, Dressing and Bath Gowns, Belts, Collars and Ties.

15% Discount off all regular stock, for Cash.

INSPECTION INVITED

ITEMS YOU SHOULD NOT MISS

Millinery, Dresses, Ribbons, Embroideries, Lingerie, Braid.

Cutlery, Electro Plate, Pyrex Ware, Cretonnes and Tapestries.

Stiff Collars, Raincoats, Socks and Golf Hose.

There is a good selection in the above at real bargain prices.

Wm. POWELL Ltd.

12, DES VOEUX ROAD.

WITH THIS

USE
THIS

Excellent with Stewed, Fresh or Tinned Fruits, also makes a great variety of new dishes.

ICED ORANGE SOUFFLE

INGREDIENTS—3 eggs, 3 oz. sugar, rind of 1 orange, 12 oz. tin of Nestlé's Pure Thick Cream, 1 oz. gelatine (or 6 small sheets).

METHOD. Beat the yolks and sugar over hot water until thick and cooked, add the grated rind and juice of the orange. Whip the cream, melt the gelatine in a little water (about 1 tablespoonful) whip the whites of eggs, mix all well together and put into souffle dish, place on ice until set.

Before serving, decorate with small cuttings of nuts, orange rind and cream.

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To Nestlé's. P. O. Box 351. Hongkong.
I enclose 20 cts. (stamps) for which
please send a trial tin (40 cts.
size) and Recipe Book.

Name.....
Address.....

SAVIDGE ENQUIRY
HEARING.SIR ARCHIBALD BODKIN IN
THE BOX.

VERBAL BATTLE.

Sir Archibald Bodkin, the Director of Public Prosecutions, cross-examined a witness in a bright exchange with Sir Patrick Hastings, K.C., in the cause of the Tribunal Enquiry into the Interrogation of Miss Irene Savidge.

Sir Archibald said he told Inspector Collins that the Savidge case demanded "Full and complete investigation so that I might either take proceedings for perjury, or report to the Secretary of State that there was no material on which such proceedings could be founded."

"I said," he continued, "that it was the gravest possible charge of perjury—that there were two respectable innocent people, who, according to the evidence, had been suddenly pounced upon in Hyde Park and an absolutely false charge concocted against them, supported by perjured evidence by two officers, acting in conjunction."

Sir Archibald thumped the witness-box as he declared—

"The matter seemed to me from the public point of view—that is the only point of view for which I have the slightest regard—to be a case of supreme importance and supreme urgency."

"I saw immediately the difficulty which the circumstances presented, namely, to find some factor of corroboration which would support the accusing side in any proceedings for perjury, and the sooner that factor was obtained the better, because the scent would cool and fade."

"These constables in Hyde Park or elsewhere have numerous opportunities day by day of bringing false charges against any innocent member of the public—if they chose to be so false to their oaths as to put forward a perjured case."

Sir Archibald Bodkin said the practice had grown up of his being regarded as a consultative authority. So far as the investigation of crime was concerned, however, he was adamant. He had no staff for that work which was a duty of the police. Accordingly, in this case the investigation was left to Chief Inspector Collins.

"Having read the shorthand notes and judgment of the magistrate," he said, "I formed the very clear opinion that the magistrate had dismissed the case on the ground that these two officers had committed wilful perjury."

Just Two Words.

"I don't know whether it is suggested that I was a party to what has been suggested against Chief Inspector Collins, that although he got my instructions to start an investigation in a case of perjury he was false to me, false to the Commissioner and his duty in abandoning that and doing all he could to free from any responsibility or risk of prosecution for perjury a couple of uniformed constables whom he had never seen. If it is suggested I am a party to it I shall have a word or two to say."

The Chairman: I do not think so.

Sir Archibald: If it were I should not have more than two words, and they would be each of one syllable.

Mr. Lees-Smith read a passage from a letter to Miss Savidge's solicitors, in which Sir Archibald said that if they prevented Miss Savidge being interviewed they would be acting in obstruction of the officer.

Mr. Lees-Smith asked if the solicitors had advised Sir Leo not to be interviewed, would such advice have constituted the legal offence of obstruction?

Sir Archibald: I do not think there is a legal offence of obstruction. There are duties upon every subject of His Majesty, in felony or treason, to give information to the proper authorities.

Mr. Lees-Smith: No, they would have said they were acting on counsel's advice. (Laughter.)

Sir Patrick Hastings: Counsel's advice would have been a bad defence.

"Unfortunate" Word.

What do you say about the word "insist" which you wrote that you must insist upon Sir Leo sparing

some of his time to give you essential information?—I think that was an unfortunate word. I dictated this letter in a hurry. I had no time to polish it up. I dictated it and suffered afterwards possibly for a word that was unfortunate.

Do you, on reflection, consider this a proper letter to have written? Certainly. Were the public to sit down with the risk of these men still in the police force merely because their victim said "I am not going to give you any assistance except what my solicitor thinks is material?" "Certainly not!"

In reply to a question by Sir Patrick Hastings, Sir Archibald exclaimed: "Why should not Chief-Inspector Collins have obtained information from Miss Savidge, who was only asked to tell the truth?"

Sir Patrick Hastings read the following passage from the letter written by Sir Archibald Bodkin to Sir Leo Money's solicitors:— "I should have supposed that of all people Sir Leo Money would have been anxious to assist me by giving, without hesitation, a complete and frank statement of his relations with Miss Savidge from the commencement to the dismissal of the charge, and asked: Sir Leo Money had been triumphantly acquitted?"

"I should have thought," replied Sir Archibald, "that he would have liked to do his duty and assist in the prosecution of those who had brought what appeared then to be, and was, in the opinion of the magistrate, a false and perjured charge."

Sir Leo's Letters.

Sir Archibald added: "After he was acquitted Sir Leo wrote to the Home Office once or twice, and wrote with a view of bringing to the attention of Sir John Anderson (the Permanent Under-Secretary at the Home Office) the disgraceful conduct of these two officers."

Sir Patrick: There is all the difference whether a witness answers a certain question by saying "No" or by saying "As far as I know?"—If that statement was given as part of the brief for prosecuting counsel I do not think there is. Do you mean—

Sir Patrick Hastings: I don't mean anything.

Sir Archibald Bodkin: Why, if you don't mean anything nor do I. (Laughter.)

Sir Patrick Hastings: A well-deserved reply. What I mean is that I don't mean what you mean. (Laughter.) You want me to ask you the questions you would like to answer, and I don't intend to do that. (More laughter.)

You know it is suggested that there was a conspiracy to defeat the ends of justice by exonerating the two police constables at the expense of two private citizens?—Yes.

Testimonials.

It is not suggested that you had any hand in that you follow?—I am glad to hear that. You can never tell whence testimonials may come. (Laughter.)

Answering another question, Sir Archibald said:

"Here was a gentleman who had been acquitted. I did honestly and absolutely think that if he had been well advised, and his evidence before the magistrate was true, he would have been the first to come to Richmond-terrace, and see me tell me all about it."

The Court then adjourned.



Most of the girls who wanted to be interior decorators now are serving baked ham on blue dinner sets.

Crosse &
Blackwell's

One of the most popular of Crosse and Blackwell's thirty kinds of soup is their thick Ox Tail—a generous soup that you will always ask for when once you have tasted it.

And remember—Don't just ask for Ox Tail Soup—say "Crosse and Blackwell's" and be assured of the best!

Ox Tail
30 GOODLY KINDS
SoupChoose Glaxo for
your Baby

Your Baby's future health depends on your choice of his food. You must choose the food you know is best, for you dare not endanger your Baby's progress by experimenting.

Be guided by the experience of the great number of doctors, nurses and mothers who choose rightly by choosing the best food they know—Glaxo.

Choose Glaxo for your Baby now! And be free for ever from any anxiety as to Baby's steady progress towards healthy, strong-limbed, merry-hearted childhood. Ask your Doctor.

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

When Baby is
6 months old

or when he cuts his first tooth, add a little Glaxo Malted Food to his Glaxo. This will provide the best means of accustoming Baby, gradually and naturally, to taking more solid food. Obtainable where you buy Glaxo.



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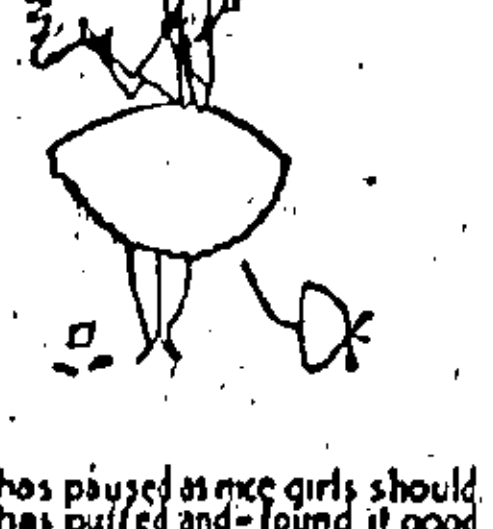
NOT FOR MEN ONLY



When Abby was Prince and Vic was Queen, my fanny wore a crinoline. So wide her pantaloons were as old as the hills, and how her joints were shipped. And fanny held as wide as I could. That ever girls should come to smoking!



Oh shameless maiden take my tip, remove that gasper from your lip.



Fanny has played since girls should fanny has pulled and found it good



Girls know (and show) let's move today (fanny in horror) swoons away



fanny the brand (shook) won't hurt you try one of these and blow your virtue!



fanny has pulled it twice by God! fanny has murmured Not so bad!



They smoke their silly fags a week (the blush lies red on fanny's cheek)



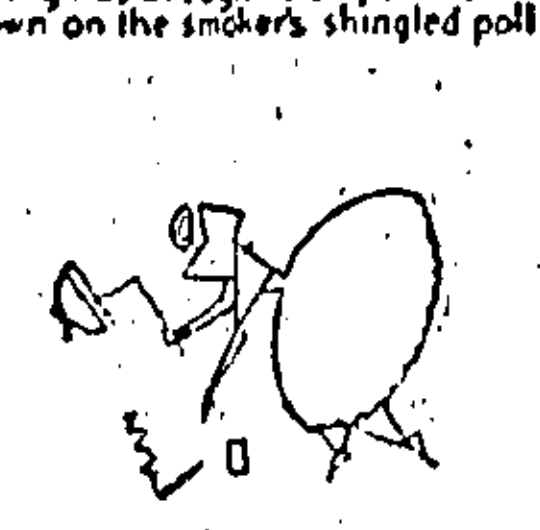
fanny has brought her porousol down on the smoker's shingled poll



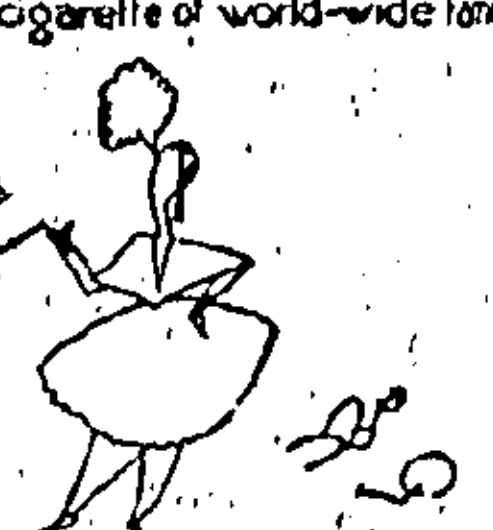
She inspects the tobacco, A golden yellow, it smokes so smooth, it's rich and mellow, it's a CAPTAIN! she reads the name, The cigarette of world-wide fame



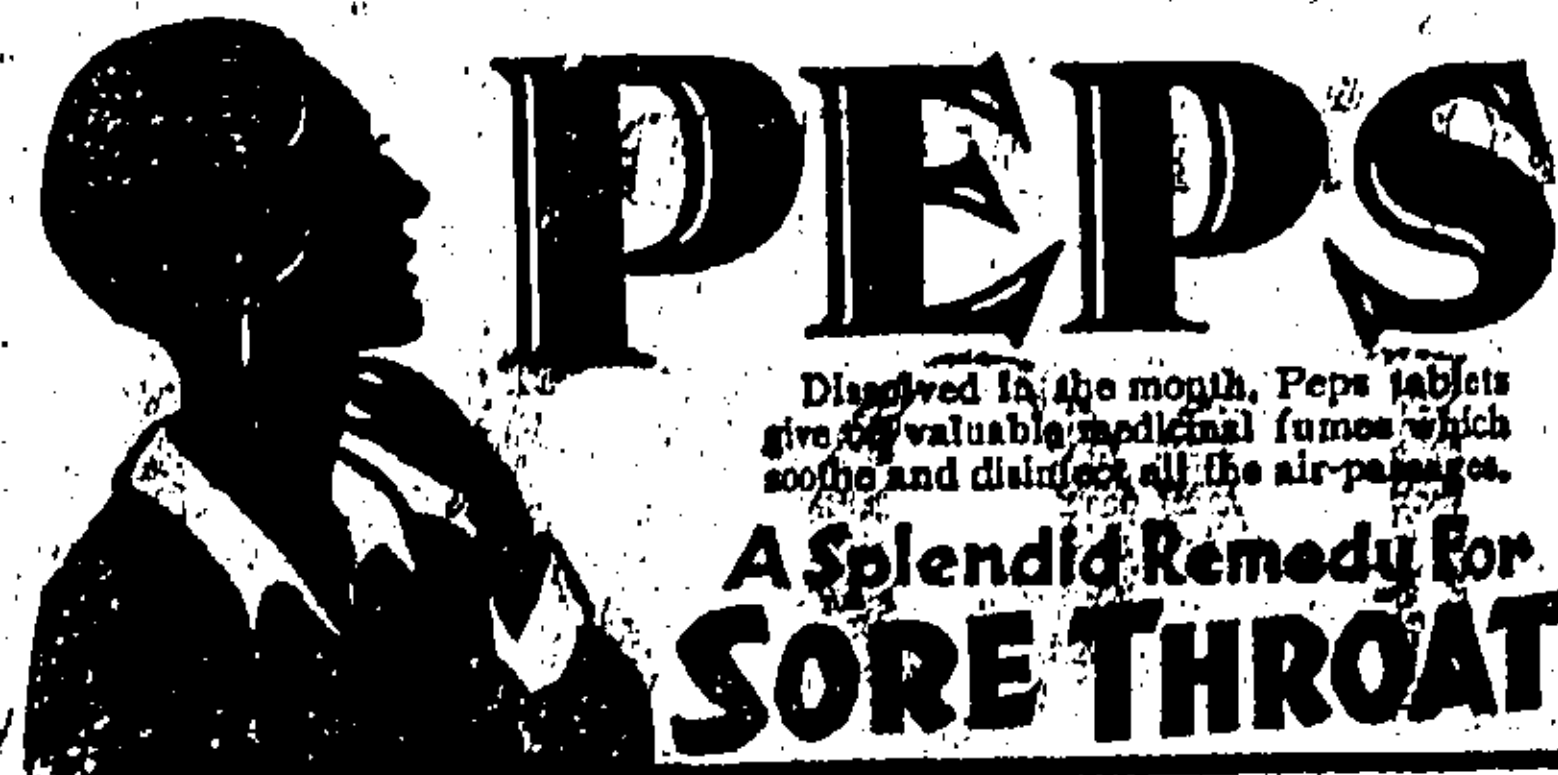
They smoke 'em tea they smoke 'em little (fanny is roused and girl for battle)



fanny has sloped and gathered in the thin white cylinder of SIN!



Moral: Smoke CAPTAIN when you can they're too good to be left to man



Disolved in the mouth, Peps tablets give you valuable medicinal fumes which soothe and dislodge all the air-passages.

A Splendid Remedy for
SORE THROAT

DURO

DEEP & SHALLOW
WELL PUMPS
Complete System.
The Standard Pump.
Prices Reduced

WE SPECIALISE IN FLUSH WATER
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LET US HELP YOU

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a stained and varnished finish

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Oaks—Walnut
Mahogany—Satinwood
Rosewood—Ebony Black

Can be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

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TEL Central 25

HAMBURG GAS CATASTROPHE.

TANK SIMPLY SPRUNG A
LEAK.

We have received the following
communication from our Hamburg
correspondent, dated in the early
part of June.

What was it that happened in
Hamburg?

On election day (May 20th,
1928), when everybody's mind was
naturally a little more excited than
normal and when the nerves of all
journalists and correspondents were
subjected to exceptional strain, a
phosphene tank sprang a leak in a
remote part of Hamburg harbour.

No "explosion" took place. The
truth is that some of the poisonous
gases contained in it were able to
escape owing to the deficient condi-
tion of the tank wall. Unfor-
tunately the quantity of gas thus
set free was sufficient to subject
about two hundred persons to
phosphene poisoning. Everyone of
them, however, could be discharged
from hospital after three or four
days, with the exception of nine
persons who had inhaled such large
quantities of poison that they died
of it. All the other sufferers from
the effect of the gas are now again
engaged in their ordinary occupa-
tions.

The whole event is without doubt
an exceedingly regrettable affair.
But was it right to present it to
the world in the light of an excep-
tionally terrible catastrophe? Do
not similar accidents happen every
now and then in other chemical
factories and mines as well? Why
was the Hamburg case so greatly
exaggerated? The answer to this
question is obvious. The accident
brought back to men's minds the
recollection of the horrible years
of the war when hundreds of thou-
sands of young lives were destroyed
by poison gas. That such a thing
could happen, was one of the
greatest tragedies of the war, but
mankind on both sides of the divid-
ing oceans is trying to prevent its
recurrence in future. The Ham-
burg accident recalled the horrors
of the past to those who heard
about it, and wildly exaggerated re-
ports were broadcast throughout
the world. These accounts were
not so much statements of facts
as a mixture of true happenings
and fantastic imaginings of the
events connected with the war that
had come to life again in the minds
of the correspondents.

No Restrictions.

But why—it may be asked—was
there any phosphene at all in the
port of Hamburg? The answer is
this: Everyone of the big Euro-
pean nations needs it for the pur-
poses of its chemical industries.
The quantity of phosphene manufac-
tured in Germany in one year has
been fixed at 9 tons under the terms
of international conventions. The
world's total requirements are
about 40 tons per annum. The
three barrels of phosphene stored in
Hamburg were intended for com-
mercial purposes. The amount
would have been far too little to be
of use for war purposes. More-
over, the Hamburg Government
has been stoutly pacifist for years
past and would not have tolerated
the storage of any phosphene re-
quired for purposes of war. Deal-
ings in this commodity are in-
ternationally permissible and are
not subjected to any restrictions
under the Versailles treaty. Cause
the chemical industries need
phosphene just as much as they
need certain other poisons. It is
not identical with the so-called
yellow cross gas used during the
war, although it is similar to it.
Theoretically it is a derivative of
carbonic acid, but in practice it is
usually prepared synthetically from
pure carbon monoxide and chloride.
"Produce of Light."

It has been known to science for
more than a century, being dis-
covered in 1811 by Davy who called
it "phosphene" (the produce of
light) because it is formed in
consequence of the action of light.
It is indispensable in the manu-
facture of certain dyes and
pharmaceutical products. Professor
Moureu, of the College de France,
who was in charge of the French
gas operations during the last
stage of the war—a scientist who
can scarcely be accused of being
biased in favour of Germany—has

NEW METHODS OF MARKETING.

THE PRINCE'S MESSAGE TO
ADVERTISERS.

TRADE REVIVAL SIGNS.

An optimistic message from the
Prince of Wales on trade revival,
in which the need for new and more
scientific methods of marketing was
emphasised, was read by Mr. C. A.
McCurdy, president of the Advertis-
ing Association, at the inaugural
session of the fourth Advertising
Convention at Birmingham.

Over 700 delegates attended from
advertising associations and pub-
licity clubs in all parts of the coun-
try.

The Prince's message read:
"I regret that I was unable to
accept your invitation to attend
the Fourth Convention of the Ad-
vertising Association at Birming-
ham, but, at this moment, with con-
ditions definitely favourable to a
revival of trade, my thoughts will
be with you as you deliberate on
the wider and better marketing of
British goods."

"By bringing into play those new
and scientific methods of market-
ing which modern conditions de-
mand, we shall go far to retain that
pre-eminent position in commerce
which has been won for us by the
efforts and enterprise of previous
generations."

Newspaper Advertising.
The President, in his address,
said that the delegates met under
more favourable trade auspices than
on any previous occasion.

The newspaper trade was perhaps
the most remarkable example of
scientific advertising and business
development the world had yet seen.
There was no cause for
pessimism. In the absence of war,
including those wretched industrial
wars, the machinery of industry
must become more efficient, and the
rewards of industry would be
greater.

Sir Ernest Benn, Mr. P. J.
Hannon, M.P., and Mr. Harold
Eley, of the Dunlop Rubber Com-
pany, Ltd., were among the sub-
sequent speakers.

QUEEN'S THEATRE.

NOVEL FILM TO BE
SCREENED.

Claire Windsor, William Haines,
and Harry Carey are the featured
players in "A Little Journey," a
picture which comes to the Queen's
Theatre on Tuesday and Wednes-
day next, according to a special ad-
vertisement in this issue.

This novel film, a pictorialisation
of the famous stage success, re-
lates in amusing and dramatic
fashion the adventures encountered
by a young girl while travelling
on a train across the continent.
Beautiful Claire Windsor appears
as a young traveller harassed by
the attentions of an impudent,
handsome young man, played by
William Haines. His efforts to
become acquainted with her furn-
ish much comedy and prove suc-
cessful when the girl loses her
purse and is forced to accept the
train fare from him. From this
point onwards friendship begins
which ends in a delightful ro-
mance. Harry Carey plays the
part of an unsuccessful suitor, and
Claire McDowell and Lawford
Davidson complete the cast.

expressed the following opinion on
the Hamburg accident: "There is
no reason why we should be sur-
prised at the fact that phosphene
was stored by an industrial under-
taking, because it is needed for the
preparation of dyes, scents, medi-
caments and even explosives used
for blasting operations in mines,
quarries, etc."

The demand that arises naturally
out of the accident is that the
use of phosphene in war should be
prohibited by international agree-
ments. Germany has already
identified herself with this demand,
being one of the first countries that
have signed the anti-gas conven-
tion. The decision of other powers
is still to be announced.

ALLEGATIONS AGAINST CLAPTON ORIENT.

INQUIRIES BY THE FOOTBALL
ASSOCIATION.

Inquires into allegations against
Clapton Orient Football Club are
being made by the Football Asso-
ciation, and it is likely that a Com-
mission will be appointed.

Rumours concerning alleged ir-
regular practices have been current
for some time, and, it is stated,
were brought to the notice of the
Football Association when they
were investigating charges brought
by the Fulham F.C. against a
director of the Oldham Athletic
Club.

"We are making inquiries into
certain allegations brought to our
notice," said Mr. F. J. Wall,
Secretary of the F.A., recently "but
I cannot disclose what those allega-
tions are."

The following statement was
issued by Mr. P. H. Arber, Chair-
man of the Club, on behalf of the
directors:

"The directors have met, and
know nothing of the alleged ir-
regularities charged against the
Club. As far as the knowledge of
each director is concerned, there is
no grain of truth in the allegations
made. No communication has been
received from the Football Asso-
ciation, but should the Football As-
sociation desire any investigation
the directors would welcome it."

Clapton Orient finished the season
third from the bottom of the
Second Division after a hard fight
to avert the relegation which over-
took Fulham.

LETTER GOLF.

Come pitch your TENT in a
tourist CAMP, the weather and
to-day's letter golf puzzle call.

T	E	N	T
C	A	M	P

1—The idea of letter golf is to
change one word to another and
do it in, say, a given number of
strokes. Thus to change COW
to HEN, in three strokes, COW,
HOW, HEW, HEN.

2—You can change only one
letter at a time.

3—You must have a complete
word, of common usage, for each
jump. Slang words and abbrevia-
tions don't count.

4—The order of letters cannot
be changed.
One solution is printed on
another page of this issue.

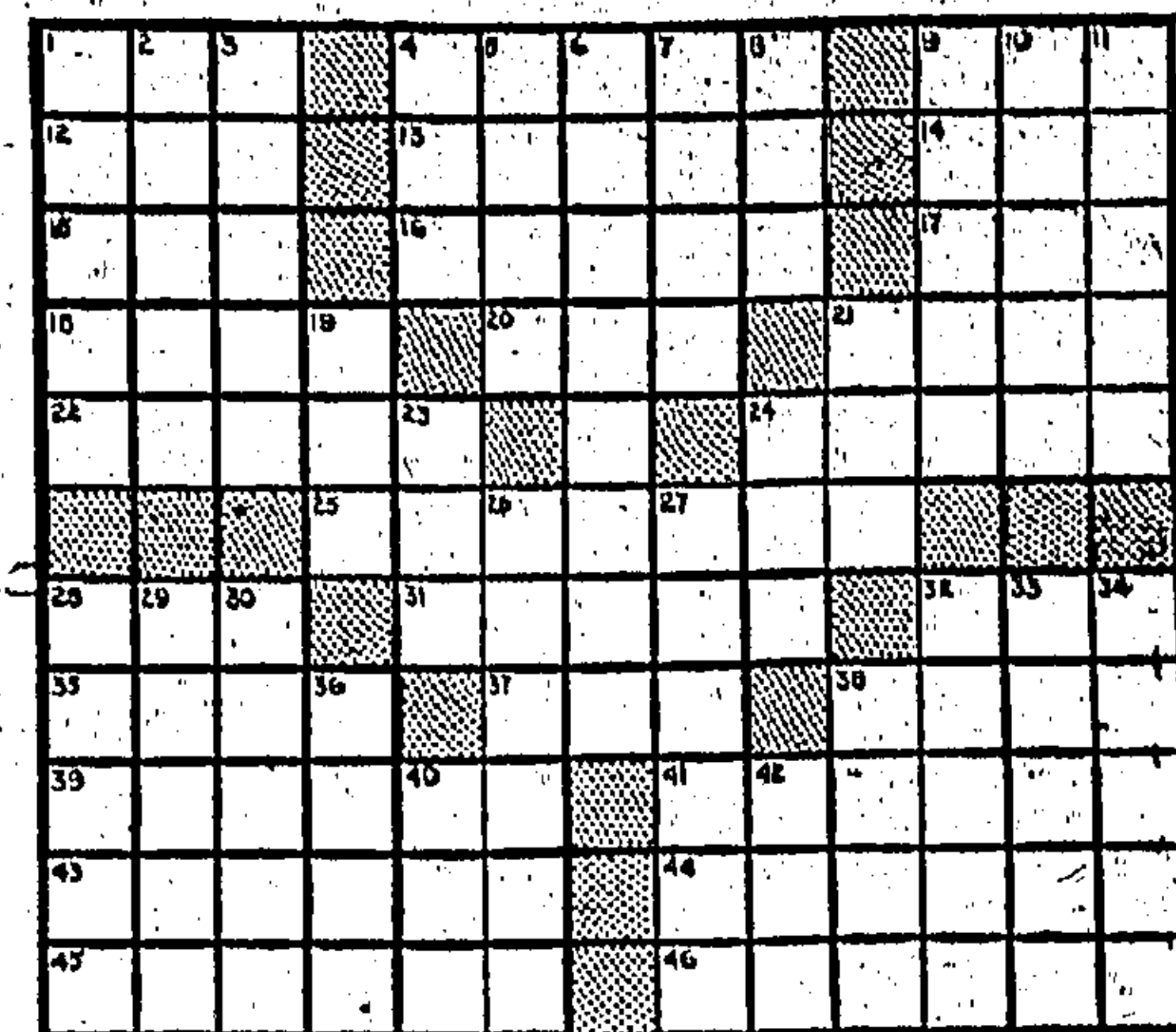
AMATEUR DEVELOPING AND PRINTING

EXPERT WORK. PROMPT SERVICE.

SUN KWONG

Kowloon Hotel Basement No. 3,
KOWLOON

OUR CROSSWORD PUZZLE.



Horizontal.

- Label.
- Competitor.
- Fashion.
- Reverential fear.
- Poplar tree.
- Devooured.
- Constant companion.
- Dug ore.
- To decay.
- Flag lily.
- To observe.
- Pest.
- A type of fortification.
- Helper.
- Ask with authority.
- Tatter.
- Carried.
- To marry.
- Round, bulging pot.
- To rent.
- To listen to.
- Flew.
- To march wearily.
- Salad herb.
- Sudden thrusts as with a sword.
- Sowing device used in planting.
- Comes in.

Vertical.

- Nocturnal animal.
- Conscious.
- Frozen.
- Battering machine.
- Wading bird.
- To respect.
- Opposite of aweather.
- Guided.

- The practical unit of electrical capacity.
- To expiate.
- To turn aside.
- Sorrowful.
- Twice.
- Mesh of lace.
- To total.
- One who makes forms to cast metal.
- To irritate.
- June flowers.
- Solitary.
- Cleared space in a forest.
- Device used in splitting.
- Impetuous.
- Garment.
- Dry.
- To seek.
- Night preceding a holiday.
- To hasten.

Yesterday's Solution.

M	A	C	E		A	R	T		P	A	T	E
A	L	A	R		L	E	E		O	D	O	R
L	I	K	E		A	B	A		D	A	T	A
A	V	E		U	S	U	R		P			
R	E	S	I	N	S		A	B	E	L	E	
				N	I	L		H	U	E		
G	R	A	N	T		L		S	T	O	R	E
O	A	R		E	L	U	D	E		B	A	R
A	T	O	M		A	N	A		H	E	R	O
T	A	M	E		V	A	T		U	S	E	D
S	L	A	T		A	R	E		M	E	R	E

BOOTE'S TILES
USED
ALL OVER THE WORLD

FLOOR TILES—MOSAICS—FAIENCE
WALL TILING TO SUIT ALL TYPES OF
BUILDINGS
LEADLESS WHITE OF THE HIGHEST GRADE
FIREPLACES NEAT DESIGNS—HARMONIOUS COLORS

SOLE AGENTS
SHEWAN TOMES & CO. HONG KONG.

For a luxurious and cleansing

BATH

use our

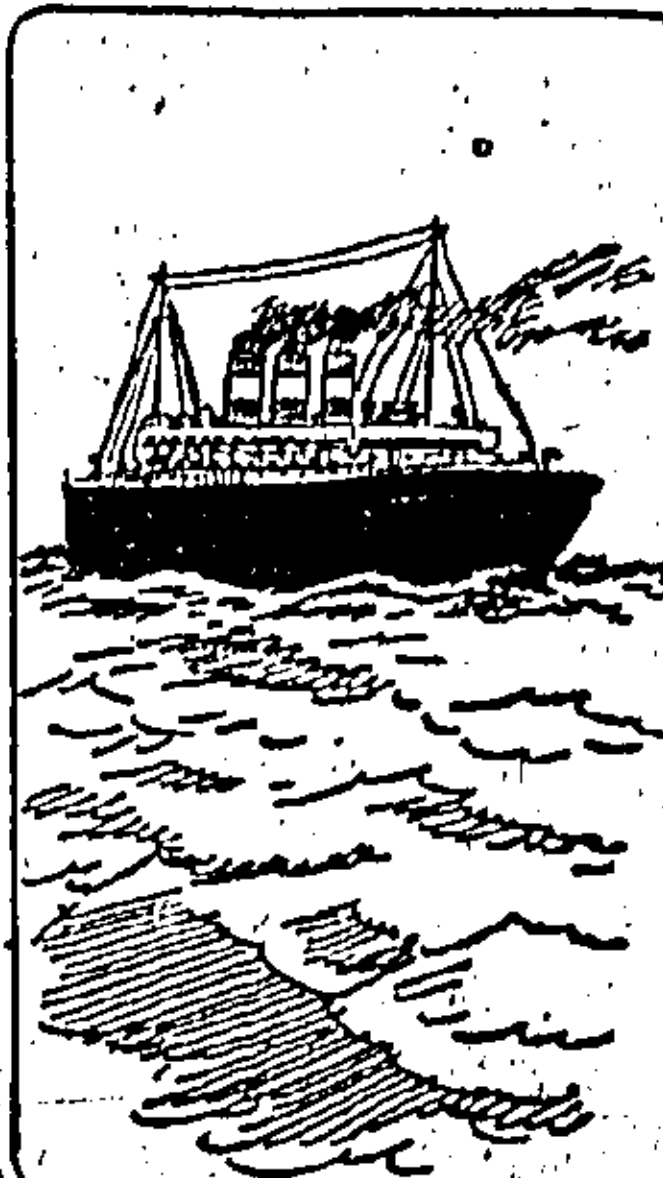
CLOUDY AMMONIA

THE COLONIAL DISPENSARY

14, Queen's Road, C. Tel. C. 1877.

FRECKLES AND HIS FRIENDS

ALL DURING
LAST NIGHT
FOG HELD
OUR SHIP
IN A VEIL
OF
BLINDNESS,
BUT WITH
MORNING
CAME
CLEAR SKIES
TO THE
NORTH!!



I'M CERTAINLY
GLAD THAT THE FOG
IS OVER AND THAT
THE TOOTING OF
THE FOG HORN HAS
STOPPED. I WAS
SCARED WE MIGHT
RUN INTO ANOTHER
SHIP!

CAPTAIN EGGERS SAW
TO IT THAT SOMETHING
LIEK THAT HAPPENED.
HE WAS UP ALL
NIGHT LONG!



The Warning!

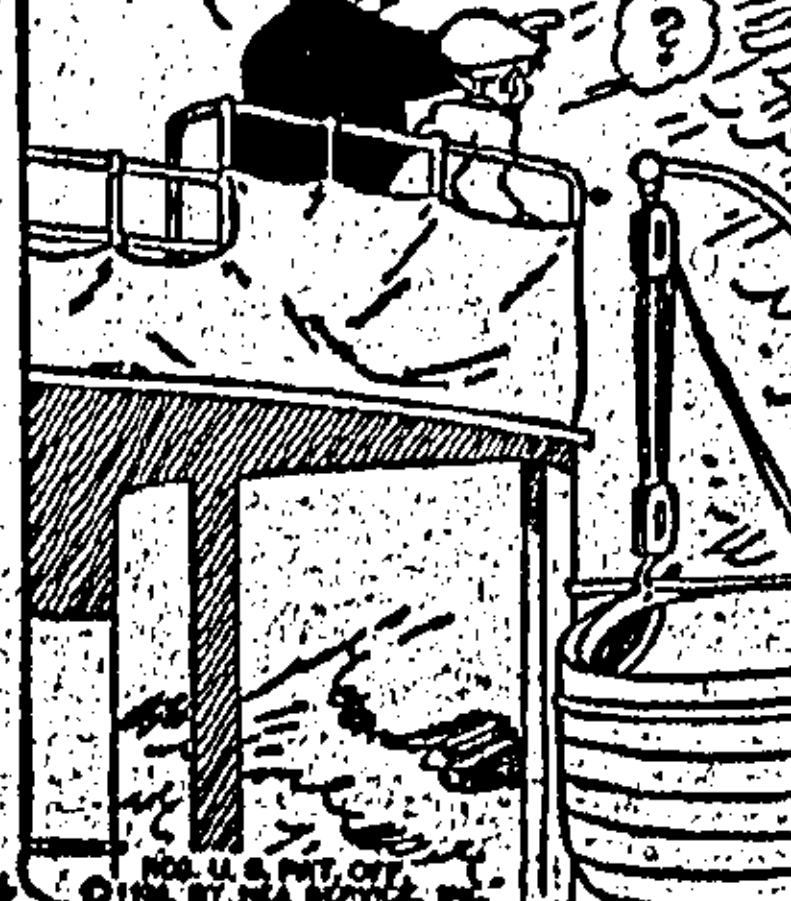
UNCLE HARRY
SAID YOU DIDN'T
SLEEP AT ALL LAST
NIGHT ON ACCOUNT OF
THE FOG—BUT IT'S
ALL OVER NOW
AND YOU CAN GO
TO BED TO-NIGHT.
CAN'T YOU?



I DON'T THINK I
CAN—IT'S BEGINNING
TO LOOK LIKE WE'RE
IN FOR A WORSE
NIGHT TO-NIGHT
THAN LAST
NIGHT!



SEE THOSE CLOUDS? WHEN
THEY HAVE THAT COLOR AND
FORMATION YOU CAN EXPECT
TROUBLE!



For Picnics, Tennis Parties, &c., &c.,

FORMAZONE
the non-alcoholic
CHAMPAGNE

An excellent substitute for sparkling wine, possessing wonderfully stimulating and refreshing qualities.

RASPBERRYADE

Prepared with the juice of Raspberries grown in England and Tasmania.

LIME SQUASH

made from

MONTERRAT LIMES.**DRY GINGER ALE**

delightful aroma and rich flavour.

A. S. WATSON & CO., LTD.

Aerated Water Manufacturers.

Phone C. 436.

It's
a great help
in entertaining

WHEN your friends drop in, play them the latest Victor Records on the Orthophonic Victrola. They will enjoy its wonderful tones, its uncanny, lifelike volume.

Soft music played while you are at dinner will add rich atmosphere to the occasion. Afterwards the world's great music to round out the feeling of contentment.

If you haven't an Orthophonic Victrola you don't know what you're missing in musical entertainment. See our stock. We have models to suit every pocketbook. Easy payments. Visit us—soon!

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CHATER ROAD.

BATHING
SUITS FOR
MENFrom **\$2.50** to **\$15.00****Bathing Shoes**
\$2.75 Pair**Diving Caps**
\$2.00**Beach Balls**
\$3.50**Rubber Seals,**
Fish, &c. &c.
From \$10.00

(10% Discount for Cash)

Lane, Crawford, Ltd.

Summer Sports Outfitters.

**TOTAL****DRY FIRE EXTINGUISHER**
HAS NO EQUAL

APPROVED BY
—BRITISH BOARD OF TRADE—
—FIRE OFFICES' COMMITTEE—
—PHYSICALS—TECHNISCHE
—REICHANSTALT—GERMANY—
—LABORATOIRE CENTRALE
—D'ELECTRICITE—PARIS.

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CONTENTS NEVER DETERIORATE
NON-CONDUCTOR
OF ELECTRICITY

RELIABLE, EFFICIENT, EFFECTIVE.
Types for Motor Cars, & Etc.

KELLER KERN & Co., Ltd.
16/18 CONNAUGHT ROAD, C.The
Hongkong Telegraph.

SATURDAY, JULY 7, 1928.

BIG PROBLEMS.

If the Nationalist Government acts upon a title of the proposals put forward at the recently concluded Economic Conference in Shanghai, it will have done something towards substituting order for the prevalent chaos. It does not require much understanding of the situation to realise that, so far from the Nationalists having accomplished what they set out to do, their real task has not yet been entered upon. That task is one before which even the world's most experienced statesmen might quail; for it is no less than the rehabilitation of a huge country which has been in the throes of civil war for more than a decade now. All that the present generation of China's new leaders can hope to accomplish is to lay the foundations for a better era; they will have passed long before the fruits of their efforts are gathered in. It is something to the good, however, that bankers and practical men of business have been called together in Shanghai for the purpose of offering their advice, and we sincerely hope that something tangible will result from their obviously sincere discussions of the problems which lie ahead.

One of the biggest issues to be faced, of course, is that of troop disarmament. Under this heading, the Economic Conference suggested that the Army should be reduced to half a million men, and that big schemes should be devised for the purpose of employing the disbanded soldiery on such work as railway reconstruction, river conservancy, and port development. Of the need for a substantial reduction in China's armies there can be no question. The country has been cursed with militarism for many long years now. How many millions of dollars have been frittered away in the upkeep of these armed forces it would be impossible to say; and all this non-productive expenditure has been at the expense of the people who have been ground down under a terrific burden of taxation for the mere sake of bolstering up the ambitions of self-centred War Lords. It is said that there are in China to-day close on five million men under arms. The task of cutting this huge Army down to the level suggested, quite apart from finding employment for these disbanded, is a colossal one.

It must be remembered in this connection that the great majority of these men are in military service because of poverty. A proposal is made that a sum of three hundred million dollars shall be raised to cover the cost of this disbandment scheme, but the securing of such a sum is clearly not going to be an easy matter.

One other question to which we are glad to see attention was given by the Economic Conference is that of the rehabilitation of China's railways. The suggestion put forward is that a fund shall be created for the purchasing of rolling stock and other equipment as well as the repair of permanent ways. Here again the need for action is apparent. We know in Hongkong of the state of disrepair into which the Chinese section of the Canton-Kowloon Railway has fallen and how seriously the condition of its rolling stock has been depreciated as the result of past neglect and mismanagement. And what is true of that Railway is equally true of many another. The late Dr. Sun Yat-sen saw the necessity for railway development in China very many years ago, but in spite of his keen advocacy thereof, the country is to-day extremely ill-served in this respect. What is more, even those railways which are in existence have been badly mismanaged. In the matter of railway reform, the problem is, apart from good administration, a financial one. Indeed, this is true of practically all the reconstruction questions. And it is to this aspect of the whole general problem that the Nationalists will now have to turn their attention.

Airships and the Future.

When Commander Burney, the designer of the giant airship R-100, visited America recently, he visualised wonderful possibilities of travel in the future, picturing the time when Transatlantic airship journeys will be commonplace, and when the world will be mapped with airship routes. Commander Burney evidently talked with a large measure of enthusiasm, and some degree of confidence, for he seems to have convinced his audience to the extent that his visions have already been translated into concrete schemes for the mass production of craft on the lines of that just completed at Lowndes Aerodrome. If, however, America is a trifle premature, British ambitions are brought closer to the mind and tangibly nearer development by the commissioning of the R-100 on Thursday. A preliminary trial of her six Rolls-Royce engines has been completely successful, and very shortly her airworthiness will be subjected to severe tests. The results will be of supreme importance since further construction depends entirely on all specification conditions being met. Many years of research, lessons learned from experience, have gone towards the fashioning of the airship as she now appears, and Commander Burney has already taken it for granted, more or less, that the verdict of the experts will be favourable. A ship as large as an Atlantic liner, the R-100 is thought to be capable of riding the worst storm she is likely to encounter in the blue vaults of the heavens, while every effort has been made by providing luxurious accommodation to persuade passengers that it is really unlikely they are in the air at all, but in a much safer place. But comfort is one thing and safety another. The success of the venture essentially depends on the margin of safety offered. Is confidence justified? We think there need be no argument regarding the superiority of lighter-than-air machines over aeroplanes for ocean travel, and for other journeys over long distances. Man experiences a thrill, and is filled with admiration by the brilliant non-stop flight of Captain Ferrarini and Major Del Prete, the Italian airmen, from Italy to South America; but at best such feats are little more than a glorious adventure. If aerial travel is to be commercialised, romance must to a large extent disappear, and we think that Commander Burney's foresight will go a long way towards this end. Britain can claim to be far ahead of the rest of the world in the airship field, and there is every indication that much more will be done in this way to shorten Empire communications and thus bring still greater unity and understanding into Empire relationships.

DAY BY DAY.

BE FEARFUL ONLY OF THYSELF,
AND STAND IN AWE OF NONE MORE
THAN OF THINE OWN CONSCIENCE.
—Thomas Fuller.

The s.s. Kochow has been refitted and is on her way back to Hongkong.

The P. and O. s.s. Khyber brought to Hongkong Lt-Col. and Mrs. MacLaren, Mr. P. T. Carey, Miss P. Nelson and Miss Reid.

The Sanitary Board advertises in this issue a notice drawing the attention of the public to the danger of eating uncooked vegetables.

His Excellency the Officer-Administering the Government has appointed Chief Inspector Walter Kent to be an Assistant Superintendent of Police.

His Excellency the Officer-Administering the Government has appointed Captain Robert Francis Wright, Royal Artillery, to act as his Aide-de-Camp.

The silk forwarded from Hongkong by the Empress of Canada on June 13th arrived in New York (St. John's Park) on July 4th, having been 21 days in transit.

The Third Destroyer, Flotilla, which came out to Chinese waters about fifteen months ago, is leaving Hongkong to-morrow to rejoin the Mediterranean Fleet.

A butcher's assistant was admitted into hospital yesterday, having been badly gored in the leg by an infuriated bull at the Kennedy Town Slaughter House.

An order made by the Governor-in-Council provides that an addition of \$9 to the annual rate of \$108 payable by telephone subscribers has been approved from the end of 1928.

Two men who yesterday took out two bicycles from a shop at Sham-shui-poo which hire these machines out, have failed to return, and a report has been made to the police. The names and addresses they gave were false.

It is notified that, at the expiration of three months, the Tinsuen Company, Limited will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

To the list of medical practitioners has been added the name of Dr. Choe Chin-hai, of the Government Civil Hospital, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

The Gazette contains the draft of an Ordinance to amend further the Companies Ordinance, 1911. Its object is to reduce the annual China Companies fee from 4 cents to 1 cent per hundred dollars of paid up capital in the case of private companies substantially all the shares in which are held by a parent company.

It is notified for general information that powerful lights have been fitted on the Observatory radio-mast, by means of which the 9 p.m. time signal will be repeated at 10 a.m. and 4 p.m., Hongkong Standard Time, while the time ball is out of action. The lights may be observed with field glasses or small telescopes.

The road running west from Hongkong Electric Sub-Station, Robinson Road, to the bridge under Hutton Road south of Inland Lot No. 2422 is in future to be known as Kotewall Road, whilst the road running east from Bridge under Hutton Road south of Inland Lot No. 2422 in the direction of Queen's Gardens will be known as Po Shan Road.

Among the Hongkong passengers arriving on the P. and O. s.s. Kashmir were Mr. and Mrs. B. A. Church, Mr. W. J. Clerk, of the Hongkong and Shanghai Bank, Lt-Comdr. J. Drummond, Mr. and Mrs. R. Fowler, Mr. and Mrs. F. E. Jackson, Mr. and Mrs. O. J. Kingston, Miss H. M. Mahy, Mr. H. V. Pearce, Mr. S. B. Platt, Bandmaster H. Perry, Miss A. J. Smith, Mr. G. A. Sherman, Mr. S. Steele, Mr. and Mrs. T. B. W. West, Mr. T. Rucker and Mr. C. A. Willis.

After presenting a statement of accounts covering the first five months of the year at a recent meeting of the Cathedral Church, Body, Mr. Cassidy proposed, and Mr. Patterson seconded, the following resolution: "That, about \$30,000.00 at present in, or about to be placed in, current account, be invested in local shares at the discretion of the Honorary Treasurer, Hongkong Land or Hongkong Fire Insurance shares to be purchased if possible. The shares to be registered in the name of the Trustees of St. John's Cathedral." This was carried.

LETTERS FROM HONGKONG.

12.—Hongkong at Last!

Are you waiting, dear friend, with any sort of expectation, for some pangyric of the journey's end; that we sailed in the dancing light of a lovely morning, between green, grass-clad islands with streaks of orange on the hills, into "the most beautiful harbour in the world," that there we found encompassed in one small community, the luxury of Port Said, the lav and order of Port Sudan, the colours and merchandise of Colombo, the teeming, Chinese life of Singapore; and, above all, a striving, sentient, highly intelligent mass of human beings such as is not to be found in any of these places?

I think perhaps I will leave the human beings for a little. Some of them you know already, for they came with us in the boat. As for the other—well, we must go warily. Quite early in my Hongkong career I came across the following paragraph in a local paper:—New arrival: "Hongkong people are so interested in me." It was this little piece of encouragement that gave me my first insight into that problem which looms as a background to all our discussions;—the Civil versus the Military outlook. Perhaps it is not "Civil versus Military" at all, but "Resident versus Newcomer," only that the soldier remains a newcomer, while the civilian is in the end absorbed.

However, journalists are notoriously thick-skinned, and having steered with circumspection clear of barbs, knees, tobacco, and dogs, I have so far received no withering replies to any of my letters, beyond a perfectly justifiable complaint from the General Manager regarding the speed of the ship that carried us. Admittedly we have taken a terrible long time to get here, but we have, in the course of our journey, touched on many scenes, and made the acquaintance of one or two human beings whose likenesses can be found without any too far-fetched imagery within the frame of this little Colony.

First impressions of a sunny city should be, and usually are, gay. But alas for first impressions; two days out from Hongkong we were stricken, Mary and I, with influenza, and it was only by a superhuman effort, backed by a Dover powder, hot mustardy liquid for the feet, and hot alcoholic liquid for the soul, that we managed to pick and stagger ashore at all. We crawled into Hongkong as it were like larvae and grew into the place gradually, receiving our impressions as through a haze of gradually diminishing discomfort.

I was conscious at first, mainly of a very hot sun and dry sandy streets and of being pulled about in rickshaws by wonderfully clean, well-set-up Chinese coolies, who carry with them a clean towel, sometimes round their necks, to whom, for every ten minutes run, one gives a ten-cent piece, a coin with, we are told, the purchasing power of a penny and the exchange value of two pence halfpenny, but which looks to me very much more like sixpence. "You will soon learn to pocket your chance from a dollar as like as much chicken food," said our light-hearted friends. And in

truth, money in this part of the world seems, at first blush, of little account. Nobody ever wants you to pay. You can take a gallon of petrol from a perfect stranger by the roadside and sign a chit for it and part friends.

K. met us at the boat and introduced us to our hotel, abominably furnished, but pleasantly run, by a Manager and a number of excellent Chinese "boys." There are no women at all on the staffs of these establishments, or, if there are, they keep well out of sight, a matter which chafed Mary at first some slight embarrassment.

How much were we to pay for our room? We would stay a week. The Manager suggested \$12.50 a day. "K. thought \$10 a day would be quite enough, and the Manager readily assented.

So did Hongkong receive us; kindly, quietly, without any fuss; and gradually, one by one, her wonders and curiosities began to unfold themselves. At night we made our first acquaintance with a mosquito curtain, neatly tucked in all round except for one place left for us to crawl in by. In the morning when the "boy" brought us our tea he said "Excuse me," and carefully pulled it out, twisted it, and with a deft movement, threw it over the canopy of the bed.

The next day we unearthed our poor old car from one of the godowns on the wharf. We had been allowed as a special favour to bring it on a steamer deck, on condition that we made no claim for any kind of loss. An English engineer and his Chinese assistant knocked the crazy crate from it and pushed it off to his lair down in Yaumati to inspect the damage. When we went there later, he had put it out in the sun to dry. He said when he first went to it he was repelled by a storm of flies. So he took it out and shook it and left it there. We now went over it cautiously. The transport companies had dealt with the cover of the petrol tank, the number plate, and the luggage carrier, while everything that could have rusted up, had. Certain of the passengers or crew had also divested her of both lamp burners, all her tools, the spare tyre, pump, several nuts, and had filled every possible crevice, the whole of the inside of the car, tool-box, and hood, with tea, remnants of food, and bits of torn clothing.

The engineer collected a Chinese assistant and went through the motions of rubbing one of the sad-looking surfaces.

"Make um allee same now," he said.

We left the Chinese to his hopeless task, and went home in one of the infernal buses. Ford's run by a Motor Bus Company, a type of vehicle which I suppose will soon be no more, either in Hongkong or in any other quarter of the globe. In Kowloon they are already being replaced by enormously efficient Leylands, carrying 1 don't know how many passengers, but of a character, as Topsy would have said, quite definitely unimpressive. I suspect, however, that the sight of them is blasé to the progressive souls of the Kowloon Residents' Association. "You will soon learn to pocket your chance from a dollar as like as much chicken food," said our light-hearted friends. And in

NOTES AND SPECIE.**THE TEST BANKING RETURNS.**

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th June, 1928, as certified by the Managers of the respective Banks are:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank	14,654,144	5,000,000
H. K. & Shanghai Bank	40,411,511	24,000,000
Messageries Bank	1,805,548	400,000
Total	56,871,103	25,400,000

* In addition Sterling Securities are deposited with the Crown Agents valued at £1,274,000.

† In addition Securities deposited with the Crown Agents and British Government valued at £2,218,110.

‡ In addition Securities deposited with the Crown Agents valued £130,900.

The health bulletin of Eastern ports for last week, issued by the Director of Medical and Sanitary Services, contains the following figures, the figures in parentheses indicating deaths: Plague, Rangoon (7), Phom Penh 1 (1), Bagdad 1 (1); Cholera, Calcutta (68), Madras (9), Negapatam (18), Vizagapatam (1), Phom Penh 3 (3), Saigon 1, Canton 1 (1); Small-pox, Basrah 1 (1), Bombay 17 (11), Calcutta 16 (14), Madras 13 (4), Moulsmein 1 (1), Negapatam 6 (1), Rangoon 3 (2), Pondicherry 2 (2), Belawan 2 (1), Dairen 11 (7), Mukden 1 (1), Osaka 2, Beirut 4, Bagdad 8 (1).

HONGKONG FINANCES.**FURTHER INCREASE IN BALANCE.**

Hongkong's finances still continue to make a satisfactory showing. The credit balance at the end of March was \$5,462,167, as compared with \$5,253,576 at the end of February.

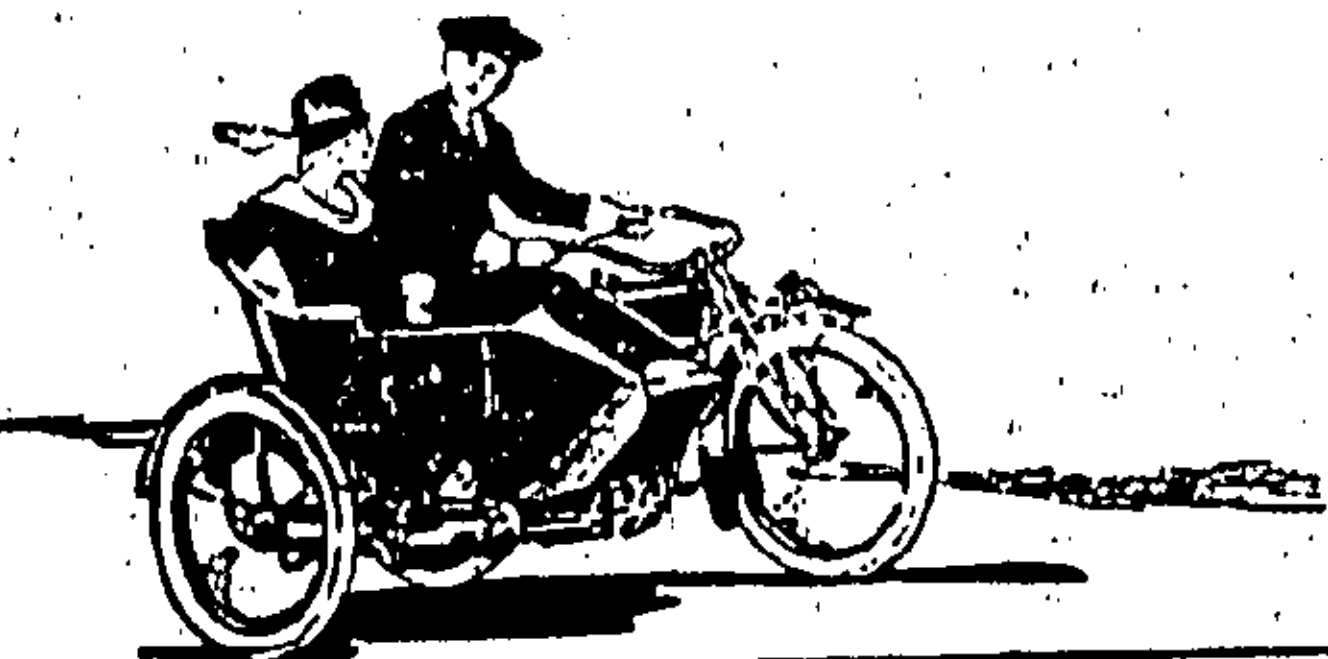
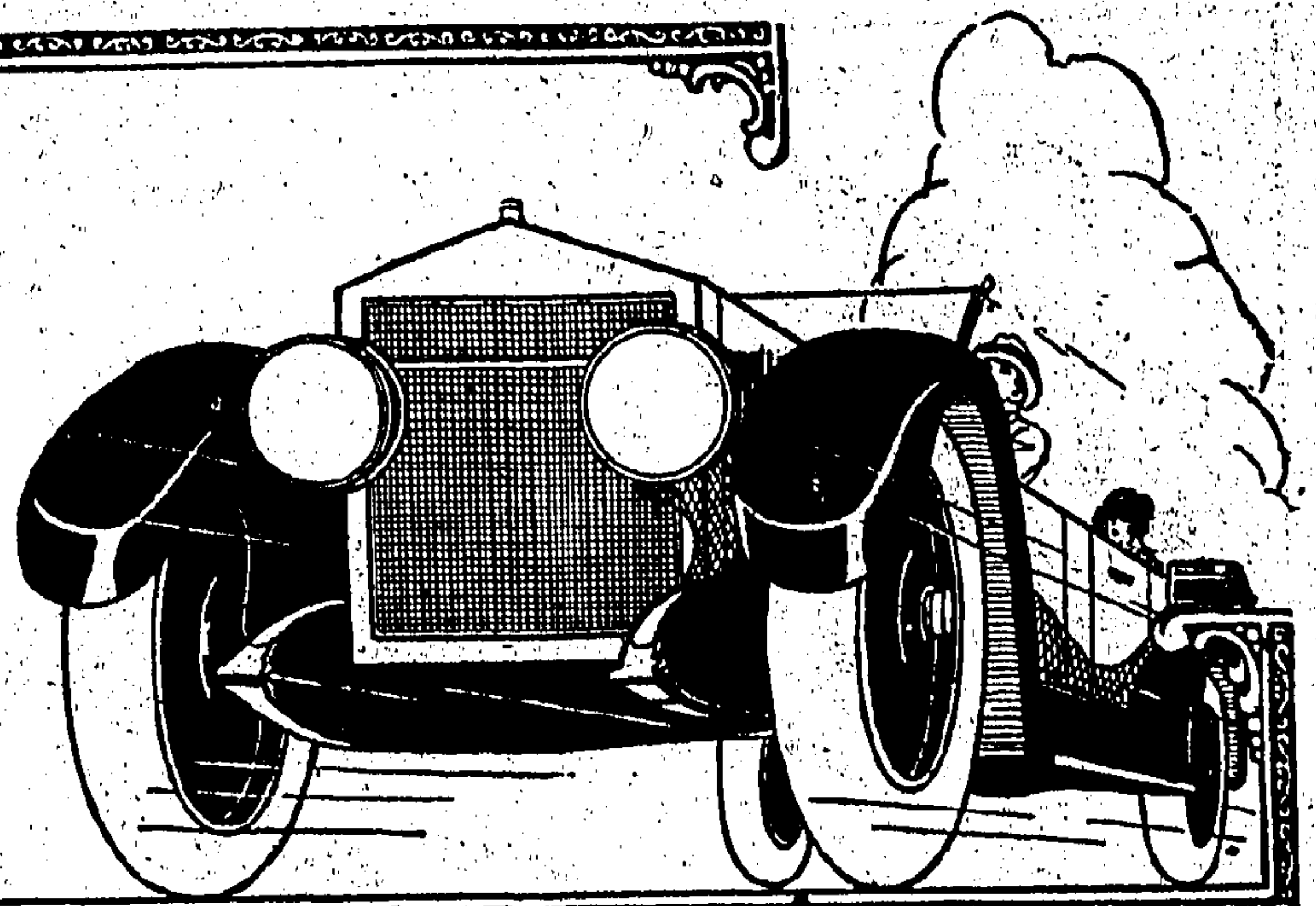
During March the revenue totalled \$1,770,546, as against \$1,689,742 for the same month last year; whilst the expenditure was \$1,576,955, compared with \$1,486,466 in March, 1927.

For the first three months of the year, the income was \$5,790,255, as compared with \$4,953,183 last year, the respective expenditure figures being \$4,323,849 and \$3,964,550.

I am sorry to say, writes the Dean in *Cathedral Notes*, that Rev. H. B. Smith of Leicester, whom I asked to come as our Second Assistant Chaplain, in charge of St. Peter's Church has written saying that he cannot accept the post. I have also heard from Canon B. K. Cunningham, Westcott House, Cambridge, who is kindly acting for me in England in this matter, that he has no one else at present to suggest. He tells me that my brother, who goes in September to Cairo as Sub-Dean, has also so far been quite unable to find anyone to take his place in Nairobi, Kenya Colony. Clergy are hard to find in these days, for work abroad; England itself is short of them.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY 7th JULY, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Queen's Road East.

Although one realises the difficulty of the problem of controlling pedestrian traffic in Queen's Road East we do look to the time when the authorities will make a serious effort to render this thoroughfare less hazardous for motor and other vehicular traffic. The problem is a growing one, for the dangers there to-day are infinitely greater than they were some months back, since which time many more motor cars have gone on to the roads of the Colony. There was a case only a week ago in which a European motor cyclist, riding with every care and caution, was run into by a heedless youth who ran across the road while looking in another direction. He ran straight into the machine, throwing it and the rider heavily to the ground, as a consequence of which the unfortunate rider sustained a very badly sprained arm and shoulder. The Chinese youth jumped up and bolted for his life. At all hours of the day Chinese wander aimlessly about the roadway, few ever keeping to the pavements which are, in any case, far too narrow to accommodate the hundreds of pedestrians. The matter is becoming sufficiently serious to warrant the Government undertaking the full completion of the widening scheme which, in its present unfinished state whereby wide and narrow portions of the road alternate to the confusion of all, was started years ago in the realisation that the roadway was dangerously narrow. We do not know how much money would be involved in the Government's resumption of the shop-front space required, but we suggest that quite a large expenditure would be justified to rid the city of what must be one of the most dangerously narrow main roads in a city of this size.

Speeding Cars.

We would again call attention to the fact that after midnight a great many of the public hire cars are driven at a greater speed than is safe. In fact at all hours of the day, public cars travel much too quickly in the city, but at night there are two places particularly where dangerous speeding is indulged in. One is in Des Voeux Road West and another is along the Praya East. At the Ming Yuen Gardens, the other evening many hire cars were engaged, and it is no exaggeration to say that the speed of many of them was sheerly reckless. Wherever a function is being held, many public cars gather to pick up business, and a driver, when once engaged, has no other view than to dash away with his passengers, and dash them at their destination, and dash back again in the hope of securing a second job. We are distrustful of the value of speed limits for they are often arbitrary and in themselves dangerous, but unless the public hire cars drivers of this Colony learn to exercise ordinary care and caution serious consideration should be given the question of imposing speed limits in certain streets where the speeding evil is most pronounced.

New Licences.

The Licensing Department at Central Headquarters has been very busy this week in issuing out the new vehicle and drivers' licences, and considering the large number of licence-holders who have presented themselves at the counter the work has been expeditiously carried out. There are still many drivers who have not renewed their licences and they are again reminded that, although there is a little period of grace usually allowed by our Police, the new licences must be taken out as soon as possible.

More Obstruction.

Last week we called attention to dangerous obstruction at the top of Waterworks Hill, Kowloon, caused by Chinese stacking huge bundles of wood and foliage on some of the narrow corners there. We make no apology for bringing the matter forward again in view of further obstruction which was caused last week-end, which was of an even more serious character. The Ford lorry, mentioned last week, was again on view but was placed on one of the most dangerous corners on the hill. It could have been parked several feet nearer to the side of the road but apparently the driver had not given a thought for the safety of others and had put the vehicle in such a position as to cause serious danger and inconvenience to other traffic. A short distance down the Shatin slope, big branches of trees were thickly spread over some three quarters of the road for a distance of about 20 yards, and one approach to this particular spot was round a blind corner. As the branches and foliage were cut from the trees they were allowed to drop on to the road where a number of Chinese were standing, who trimmed the wood. The danger to a car reaching this spot round the blind corner, even at a slow speed, is evident when the big drop on the sea-side of the road is taken into consideration. The obstruction was of such a flagrant character that a passing European civilian felt called upon to make the Chinese clear the road, which they did with ill-grace. That such obstruction can be caused without, apparently, any check, is no compliment to the Department concerned and calls for the strictest action. We hope that on future occasions supervision will be effected so as to render it unnecessary for us again to bring this matter forward.

Shed-O Road.

The summer is wearing on and it is a great pity that the Shed-O Road has not been properly surfaced. In some parts the road is quite good, but there is much that could be done to put the remainder of it into proper condition. This road leads to two popular bathing beaches and the traffic in summer is quite heavy, but the going is anything but comfortable, while tyre wear is at its maximum. If the work of surfacing the whole of the road could be put in hand it would be much appreciated by all.

Taking Corners.

There is still room for complaint regarding the manner in which some drivers of motor vehicles take bends and corners. A certain few will persist in keeping to the crown of the road, and one or two incidents of serious collisions being narrowly averted have lately come to our notice. All drivers know the shock experienced when rounding a bend by seeing a car approaching right in front at short distance, and although actual collisions are rare their hair-breadth avoidance is frequent. The white lines on bends in our main roads are serving a useful purpose but there are still many curves which would be made safer if white lines were laid down.

Horn Blowing.

The chronic nuisance of excessive horn blowing has again given rise to complaints, one or two relating to incidents in which car drivers have vigorously used the car to acquaint some inside a house that the car has arrived. Many Chinese and European drivers seem to be under the impression that if they incessantly sound the horn during a journey they are thereby entitled to the road. They are not and something

A FLEET OF HUMBERS.



A fleet of 1928 Humbers, photographed on the sea front at Barmouth.

SENIOR TOURIST TROPHY.

Dodson's Great Win After a spill.

Douglas, Isle of Man, June 8. The Isle of Man's great motor cycle week ended to-day with one of the most exciting struggles ever seen in a Tourist Trophy race. G. P. J. Dodson on a Sunbeam was the winner at 62.98 m.p.h.—slower than last year's senior race, but a wonderful speed considering the conditions. Dodson took the lead at the end of the third circuit, and kept it until the sixth, when he fell. Graham Walker went up to first place and then had to retire when half a lap from home, and Dodson remounting won by eleven minutes.

Rain during the night made several stretches of the course greasy, but fortunately the visibility was generally good when the forty-eight competitors started out. Although the rain was still falling in some parts of the island, every advantage point was packed with spectators. Many of the machines were difficult to start owing to the wet. J. H. Amott, who carried the unlucky No. 13, losing five minutes before he got away. The high hopes of several were soon dashed. At the Gooseneck corner, twenty-five miles from the start, O. Langton skidded and had to retire. J. W. Shaw, the Irish rider, had mechanical trouble at the same spot soon after, while F. W. Dixon, the Middleborough rider, also took a toss at this hazard.

The first to complete a circuit was J. Craig, the Irish rider, who had started four minutes after the first man, and had passed the seven riders ahead of him. He had lapped at nearly 65 m.p.h. and stopped at the pits for a few seconds, but was soon away again. J. H. Simpson, of Wolverhampton, lapped at 67.94 m.p.h. and was first on time. The conditions soon took heavy toll of the faster riders, Alec Bennett, the winner of five T. T. races, going out at Cregville, J. Guthrie, the Scottish rider, at Kilmichael, and W. L. Handley was delayed at Ballacrine, and later toured into the pits to retire with ignition trouble.

Gooseneck Victims.

The Gooseneck claimed another victim, for W. S. Braidwood, the Oxford rider, crashed and slightly injured his shoulder, and two Coventry com-

petitors, C. D. Lamb and W. Evans, collided on the ascent of Snaefell mountain, and both retired, Lamb with a sprained ankle and Evans with a cut face. Simpson still led at the end of the second circuit, with Craig second, but both retired with engine trouble in the next lap. Dodson shot past E. A. Simcock (Australia) to take the lead for the first time. T. Smith had worked up to fourth place, with his team mate, Graham Walker, only three seconds behind.

The mist now came down again, making the roads slippery, and T. Smith crashed on the mountain and lost third place. Walker passed Simcock during the fourth circuit, and at the end of the lap was chasing Dodson, who had averaged close on 63 m.p.h. for the 150 miles. At the end of the fourth lap 22 competitors had given up. Dodson put up his speed on the fifth lap and slightly increased his lead over Walker, while Stanley Woods, holder of the lap record at nearly 71 m.p.h., was challenging Spann for third place both having passed Simcock.

Dodson had a spill on the mountain during his sixth lap and passed Craig by Baa with his stand trailing and a bent footrest, but he tore by without stopping, hot in pursuit of Walker, who had snatched the lead. Spann was still third, and T. Simister had taken up Stanley Woods' place.

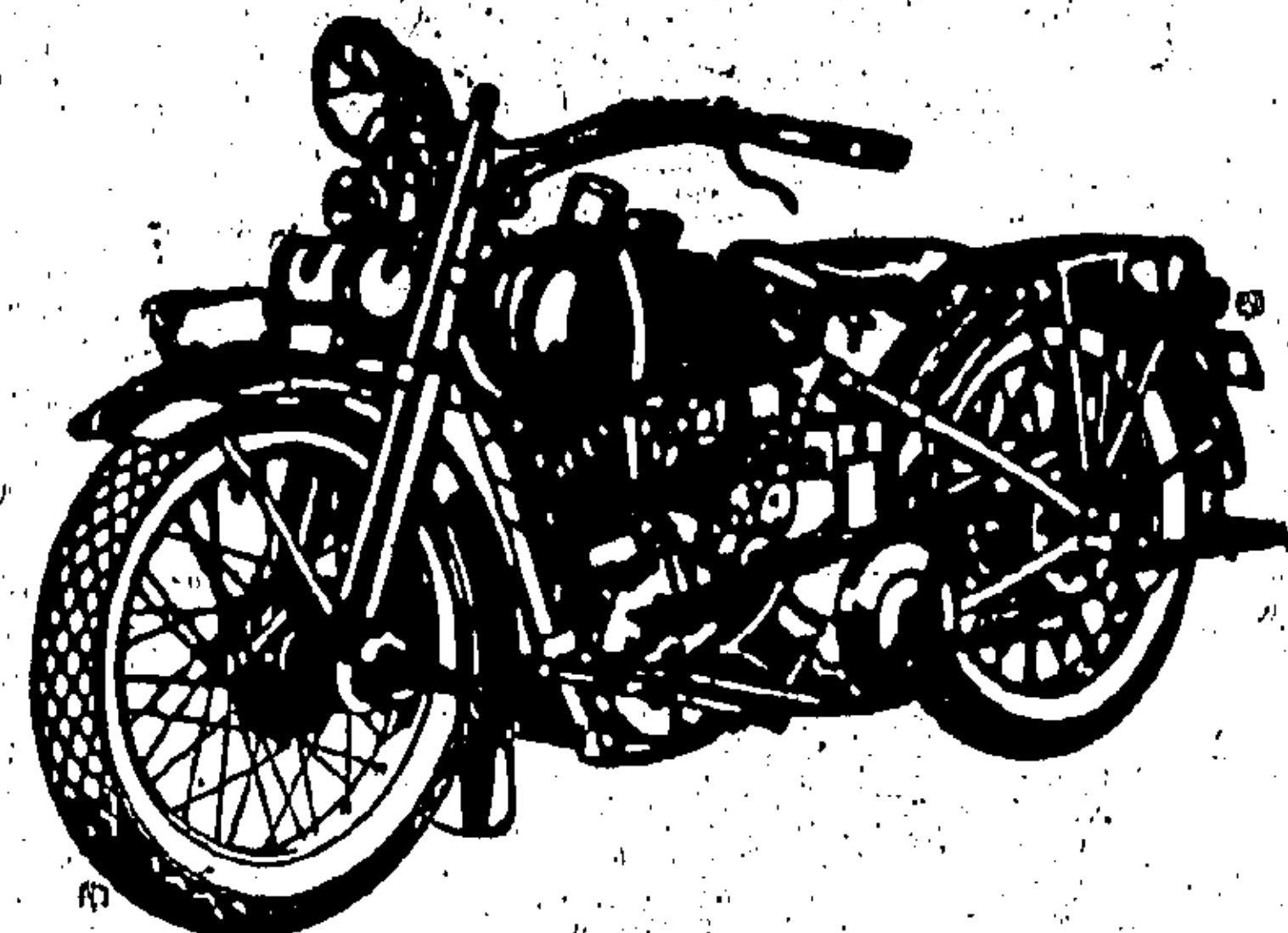
Walker's Bad Luck.

There were dramatic changes on the last 37 miles' circuit, for Walker retired at Ramsey and toured home carrying E. Mainwaring, another unfortunate rider, pillar fashion. Spann had a chain break near Ballagh, but patched up the damage and carried on at a tremendous speed to make up for the lost time. G. E. Rowley, who had not been in the first six, began to tear through the field, and overtook every man except Dodson, and the latter finished first, despite another spill, at slightly under 63 m.p.h., 11 minutes before Rowley, who took second place.

The manufacturers' team contest was won by the Sunbeam nominees, the winner, C. G. P. Dodson, L. Arcanelli, the Italian, and F. Francini, the Swiss, none of the eight other teams finishing complete. Francini also won the "Visitors' Cup for the best performance by an overseas rider."

1. G. P. J. Dodson (Sunbeam)	41	40-52.98
2. G. E. Rowley (A.J.S.)	41	41-51.71
3. T. L. Hatch (Scott)	40	40-50.59
4. T. Smith (Bude-Wells)	41	41-50.51
5. S. Woods (Norton)	41	41-50.41
6. E. A. Mollers (Norton)	40	40-50.71
7. F. Francini (Sunbeam)	41	41-50.71
8. J. Duncan (Raleigh)	40	40-50.51
9. A. E. Warwick (P. and M.)	40	40-50.15
10. A. E. Quinn (Triumph)	40	40-50.15
11. J. H. Amott (Bude-Wells)	40	40-50.15
12. H. Langman (Scott)	40	40-50.15
13. T. Spann (A.J.S.)	40	40-50.15
14. E. A. Langman (New Hind)	40	40-50.15
15. L. Arcanelli (Sunbeam)	40	40-50.15

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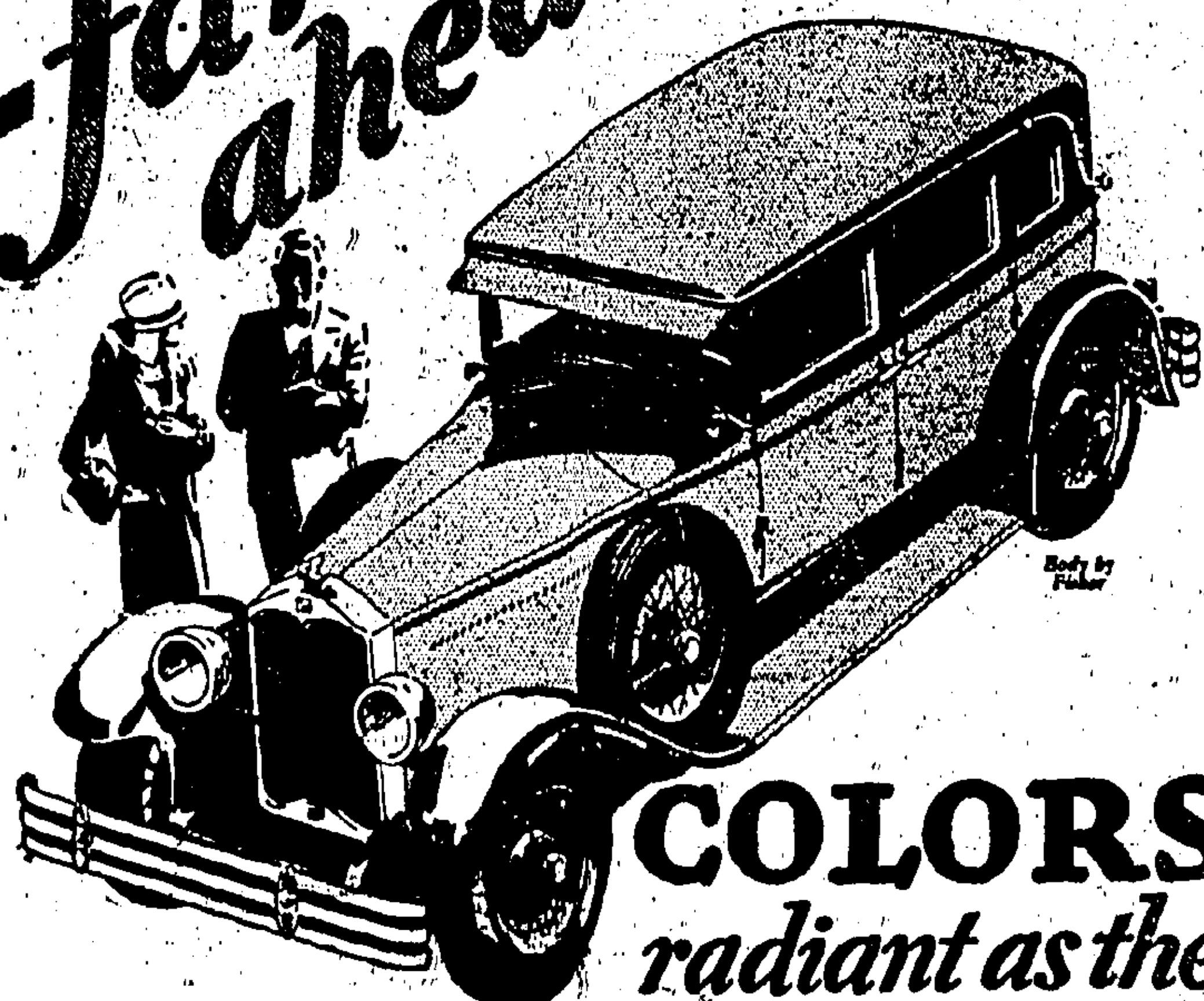
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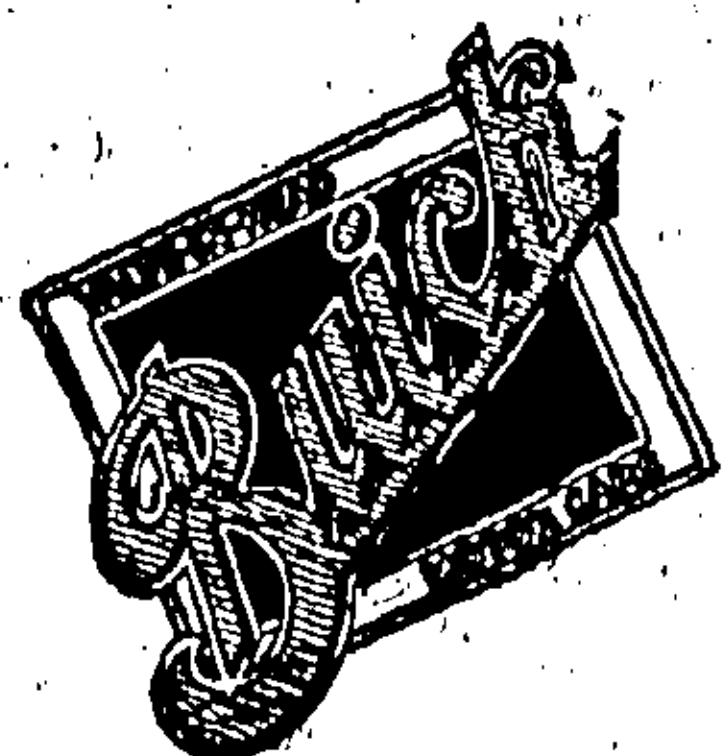
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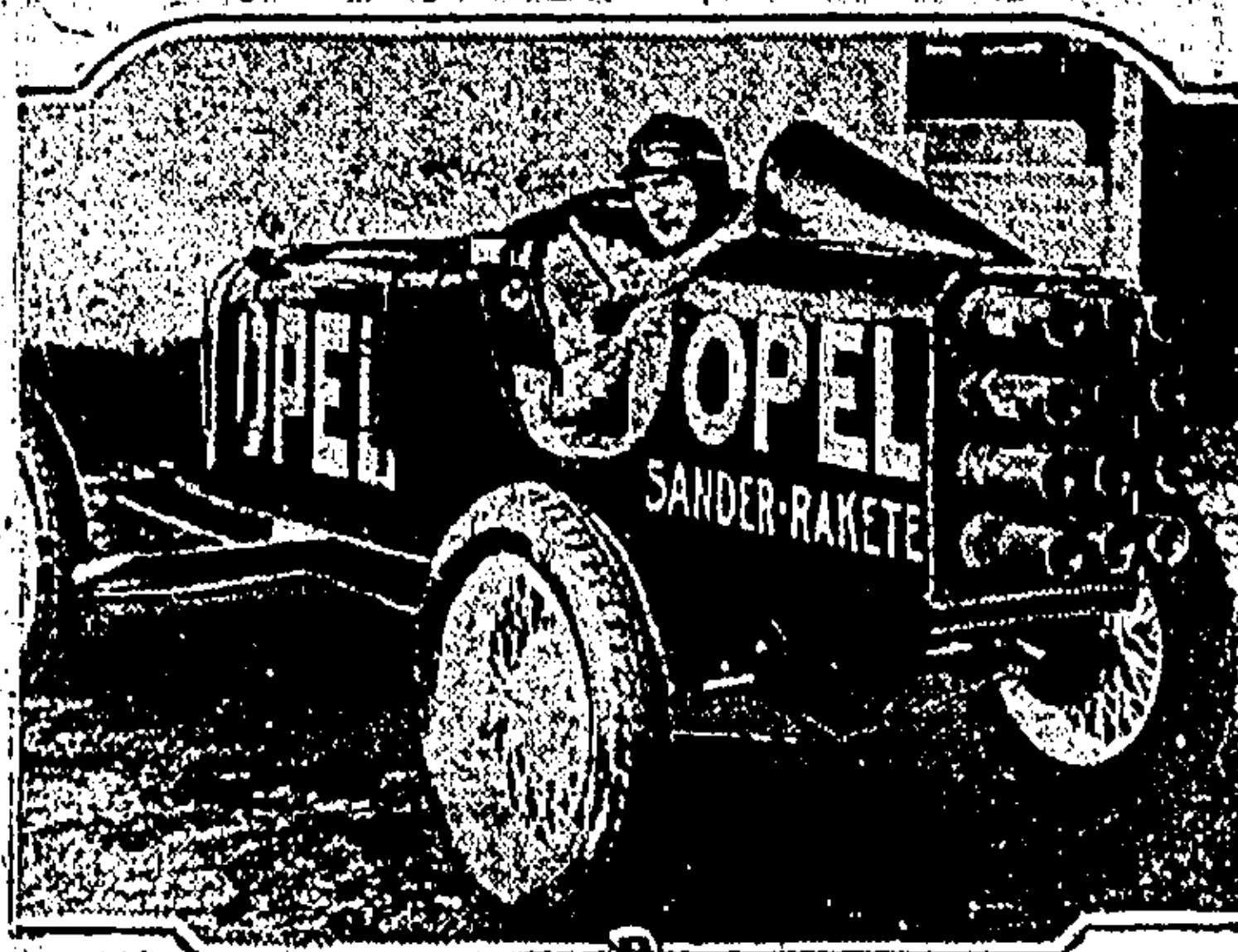
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Cleveland, O., May 29.—Think of flying from Berlin to New York, a distance of 4000 miles, in an hour—Of sailing through rarefied air at a maximum speed of 4500 miles an hour—

Of reaching a height of 31 miles above the earth's surface—And you have the future picture, according to present predictions, of the rocket-motored airplane which is even now in the first stage of construction.

The rocket plane is the ultimate goal of the builders of a motor that is propelled by a series of rocket explosions similar to those of a rocket airplane shooting into the air. It has just been applied near Berlin to an automobile which attained a speed of 125 miles an hour within 45 seconds of its start, and which may attain a speed far greater than ever reached by man in such a vehicle.

This is the unique idea of Fritz von Opel, German auto racing champion, who has been collaborating with the German airplane and motor builders, Raab and Katzenstein, in the construction of his rocket motor and its application first to automobiles and ultimately to airplanes.

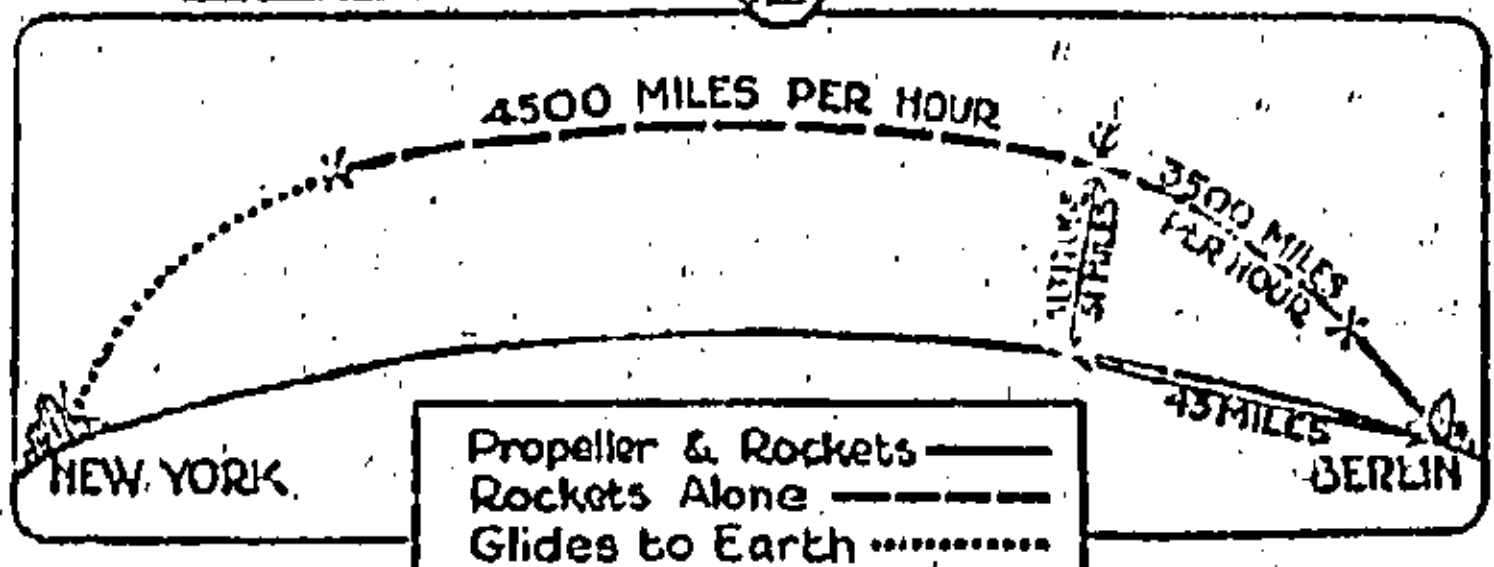
concludes a trip from Berlin to New York could be made in a little more than an hour.

At the beginning of such a trip, says Valier, the rocket airplane would have to contend with the resistance of the atmosphere and therefore could be aided in its initial progress by a pair of propellers.

Shooting up into the air at an angle of 70 degrees, however, the rocket airplane could reach a height of nine miles in less than a minute. At this height, the atmosphere would be so rare as to make the propeller practically worthless as a means of pulling the plane along and the ship would have to depend entirely for its further progress on the series of explosions of rockets in this peculiar motor.

The extremely thin air, however, would relieve the ship of so much resistance that it could attain a speed of 3500 miles an hour in a few seconds.

At a height of 31 miles above the earth, almost eight times the altitude actually attained by man, Valier figures the airplane could



Here is a light experimental model of the new rocket-propelled airplane to be tried in Germany, using a rocket motor similar to the one with which an auto recently attained a speed of 125 miles an hour within 45 seconds. The diagram shows how such a plane would fly at high altitudes from Berlin to New York.

Revolutionary as this might sound, however, it is taken quite seriously not only by von Opel and his co-workers, but by several European scientists, who have long been contemplating a similar idea. In fact, the Russian Soviet government, it is said, has appropriated \$250,000 to finance a Moscow scientist for experiments of this kind.

The idea of attaining excessive speeds and great heights, beyond the capabilities of present engines, has forced experimenters to entertain the principle of a rocket motor. This would be a motor that would force a body outward from the earth at a tremendous speed, much as an explosion does to a fireworks rocket.

It is believed this is the principle of the German rocket-motor, although the inventors are reticent about the matter. Max Valier the Munich inventor, has long been figuring on this type of motor to propel an airplane almost at lightning speed across the Atlantic.

Valier has reduced his theories to practical figures, from which he

continue on an even keel parallel with the earth at a speed of 4500 miles an hour.

A bullet fired from a rifle would go only half as fast!

The rocket ship could reach this altitude at a distance of only 43 miles from its source and in a minute and 40 seconds.

In less than an hour the ocean could be crossed, and the plane could glide slowly down to earth. The gliding process would take longer than the actual flight.

The fact that human beings can't live in so rarefied atmosphere as that which exists 31 miles above the earth, doesn't bother the advocates of the rocket airplane. They explain that the ship could have an airtight cabin, for both pilot and passengers, in which the oxygen content will always remain the same as that on the earth's surface.

The passenger therefore would feel no ill effects of mounting to so great a height.

Additional oxygen tanks might also carry oxygen for combustion of the rockets in the thin air of the lofty altitudes.

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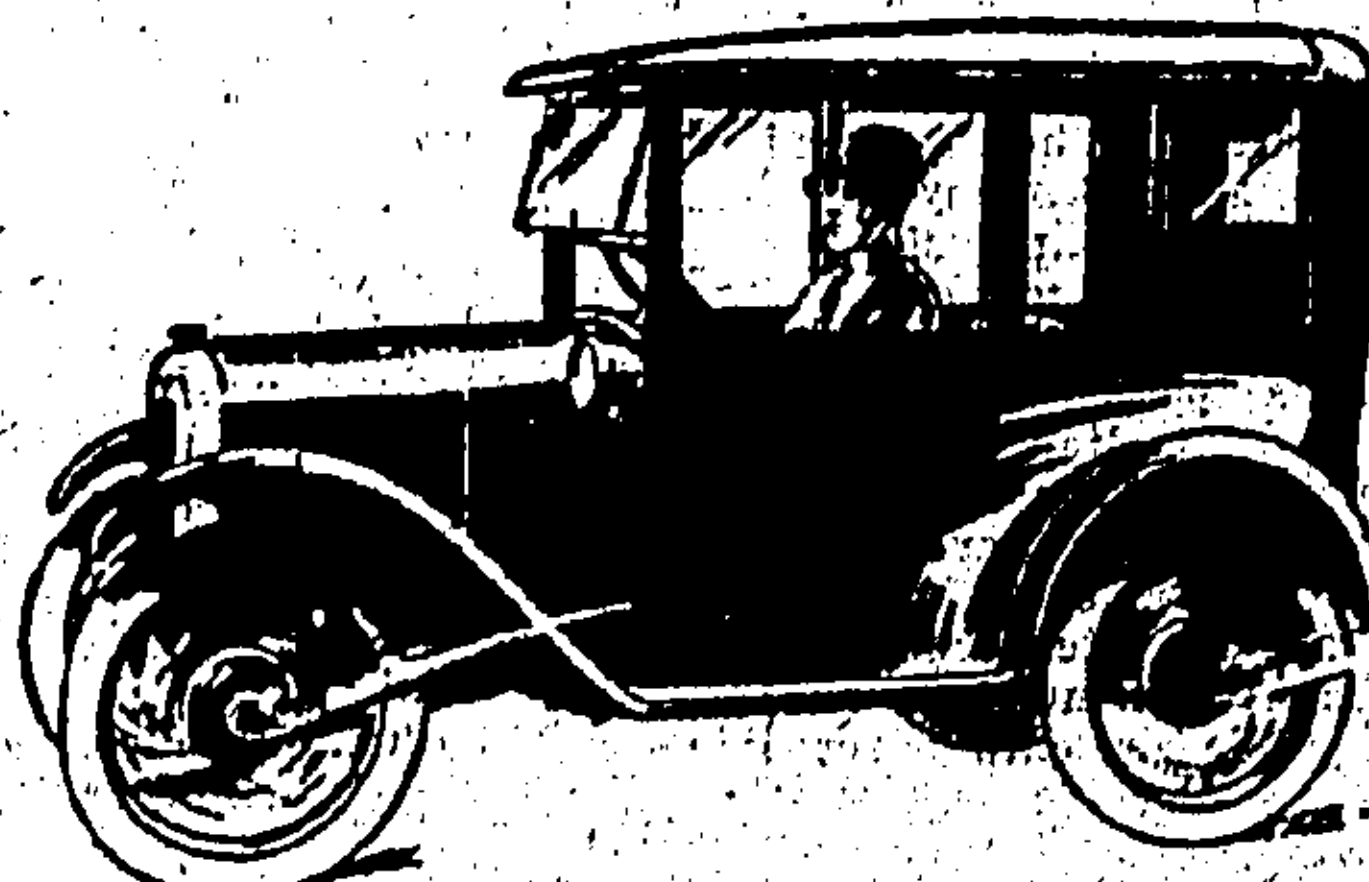
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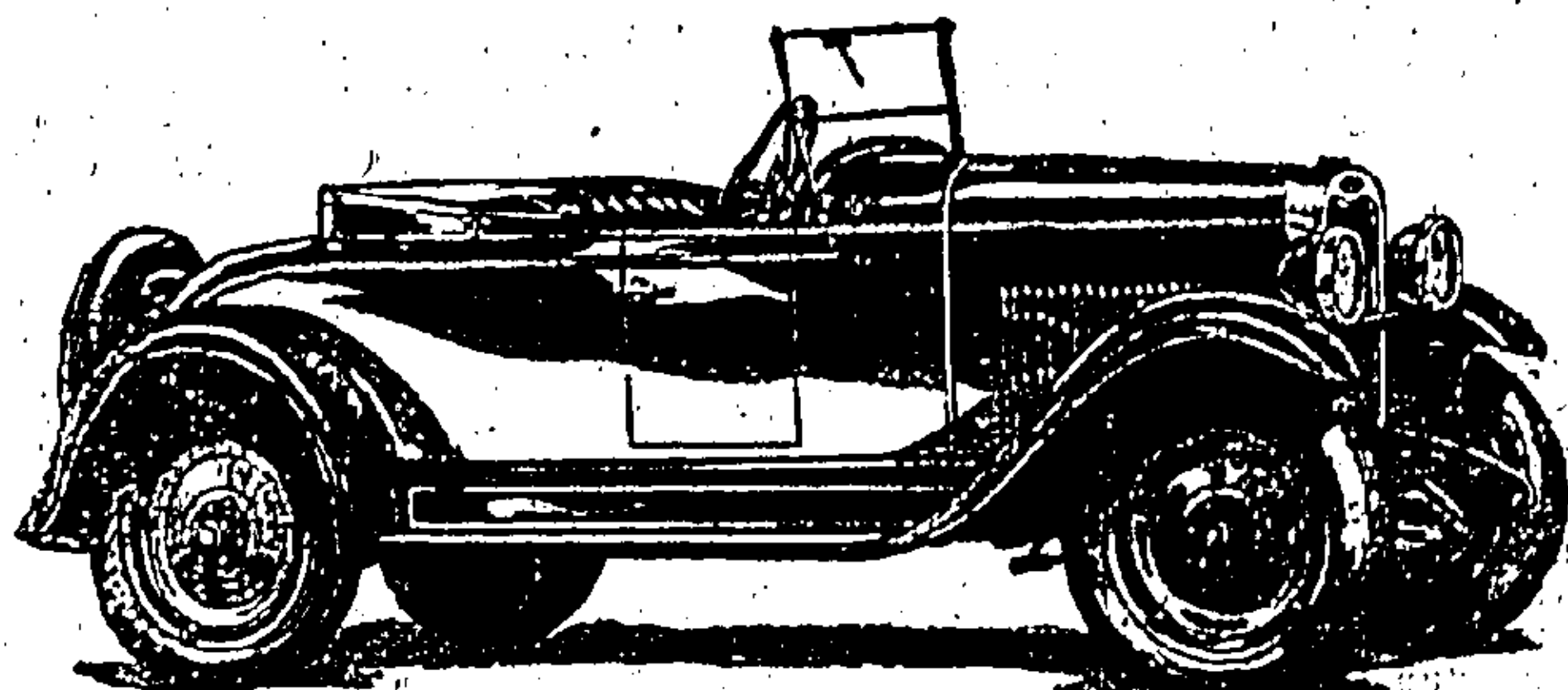
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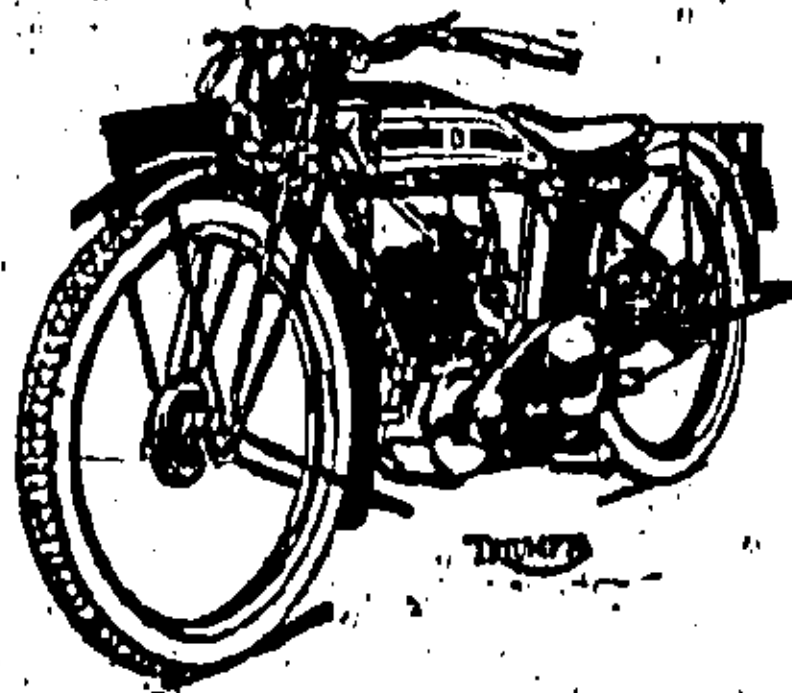
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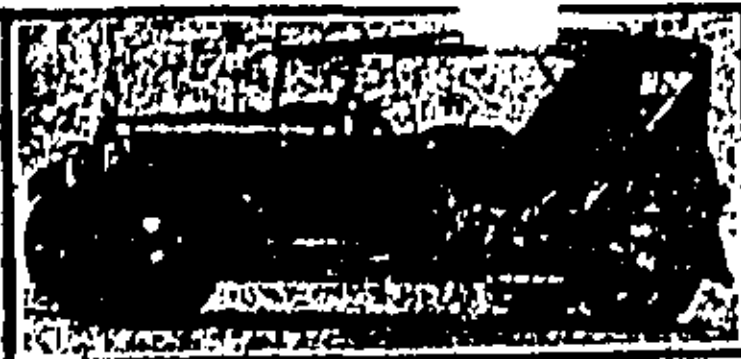
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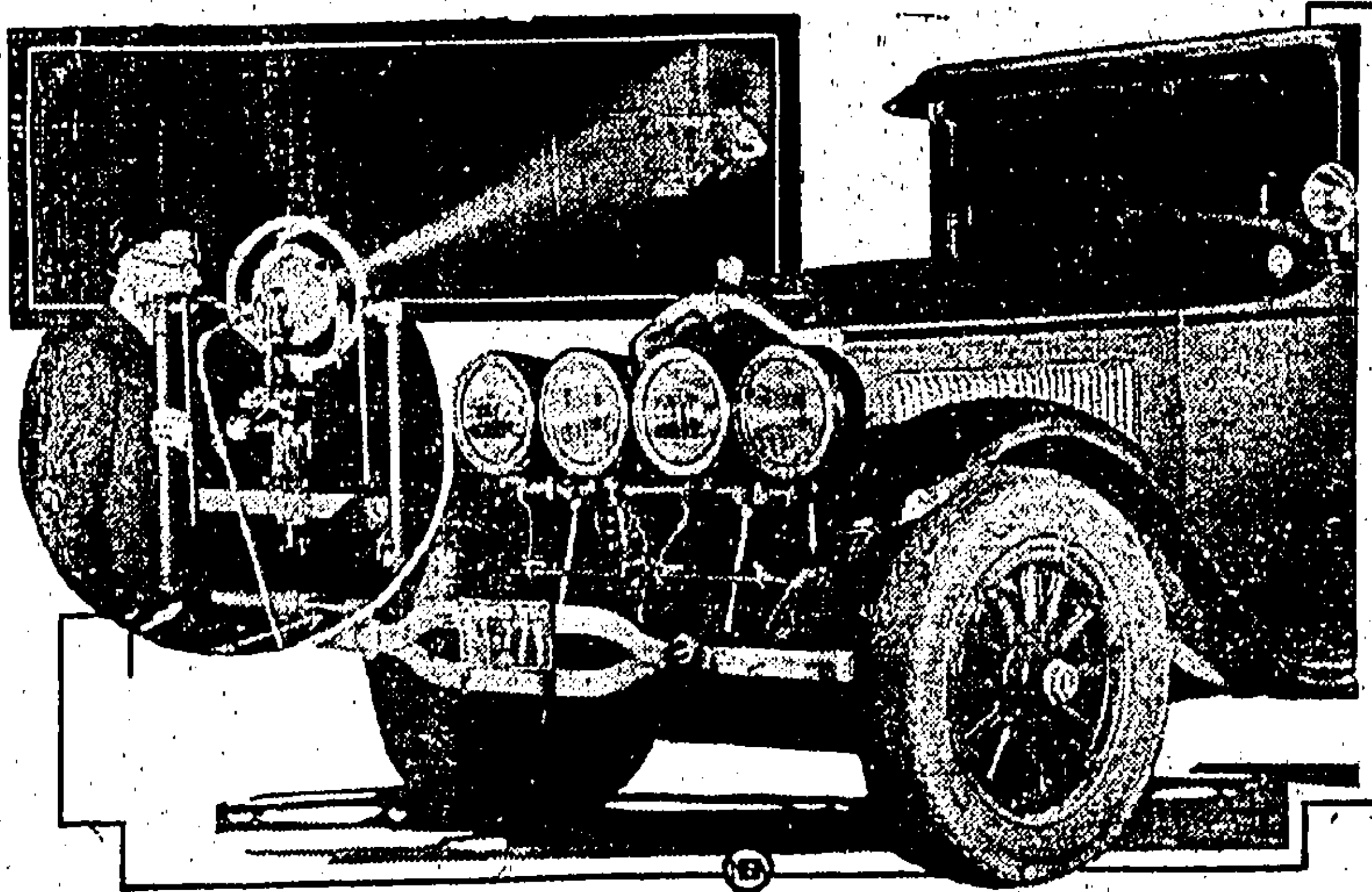
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HEADLIGHT GLARE PROBLEM.

Investigations in United States.



The apparatus at the left and the four-headlamped automobile at right have contributed greatly to the advancement of headlighting. Intensity of a beam of light is being measured at left, while experimental lights are put on the car for actual road tests at night.

(By Israel Klein.)

A law adopted in only six States of America is regarding the progress of effective headlighting in the entire country.

The law prohibits the use of 32-candlepower bulbs in the headlamps of automobiles and thus forces automobile manufacturers to equip all their cars with 21-candlepower lamps. It isn't practicable to ship different cars into different districts, say the manufacturers, so these six states control what motorists can have in the other 42 states.

The states are Connecticut, Indiana, Nevada, New Jersey, New York and Pennsylvania.

Yet automotive engineers say conditions have changed since these laws went into effect. Where formerly the 21-candlepower lamp threw a bothersome and dangerous glare into the eyes of approaching motorists, lamps with 32 candlepower bulbs to-day can be designed without endangering others.

Higher Power Found Safer.

In fact, improvements made with lenses and reflectors at the General Motors Research Laboratories, the U.S. Bureau of Standards and other laboratories make the use of higher-powered lights safer and more convenient. This development has been approved by the Illuminating Engineering Society and the Society of Automotive Engineers.

In a report to the former society, a special motor vehicle lighting committee sums up the matter of headlighting as follows:

"It was the usual practice in headlamp design to provide a beam fifteen to twenty degrees wide and

four to five degrees deep. Under these conditions, the twenty-one candlepower lamp served very well. The trend, however, has been toward greater road coverage until to-day the usual beam is from six to eight degrees deep.

"In illuminating this very materially greater road area, the amount of light flux available per unit area has been reduced to such an extent that it is now generally agreed that further progress along this line cannot be expected until the candlepower limit is materially increased.

"One generally recognized deficiency in modern headlamp beams is that the high intensity just below the headlamp level, which is necessary for revealing objects well down the road, serves very well on straight roads but does not extend far enough to the sides to perform satisfactorily on curves. Greater width in this zone involves an undesirable sacrifice in range.

"The logical solution for future design is to increase the quantity of light flux by using a source of higher candlepower. If the limit were increased from 21 to 32 candlepower, it would take care of the immediate situation without overloading the electrical equipment."

K. N. Falge, head of the lighting section at the General Motors Research Laboratories, points out that the Hoover Uniform Vehicle Code, which was adopted by the National Conference on Street and Highway Safety in 1926 and which has since been incorporated in part or in full in many of the state laws, establishes no limits on bulb candlepower.

"There is no good reason why headlamps designed for 32 candle-

power bulbs need glare any more than those designed for 21 candlepower," says Falge. "Experiments show that an approaching driver can comfortably face 800 candlepower from a pair of headlamps.

Glare From Poor Adjustment.

"It makes very little difference whether the direct light which reaches his eyes from the bulb itself is 21 candlepower or 32 candlepower. The glare which blinds us on the road is many times greater than 800 candlepower.

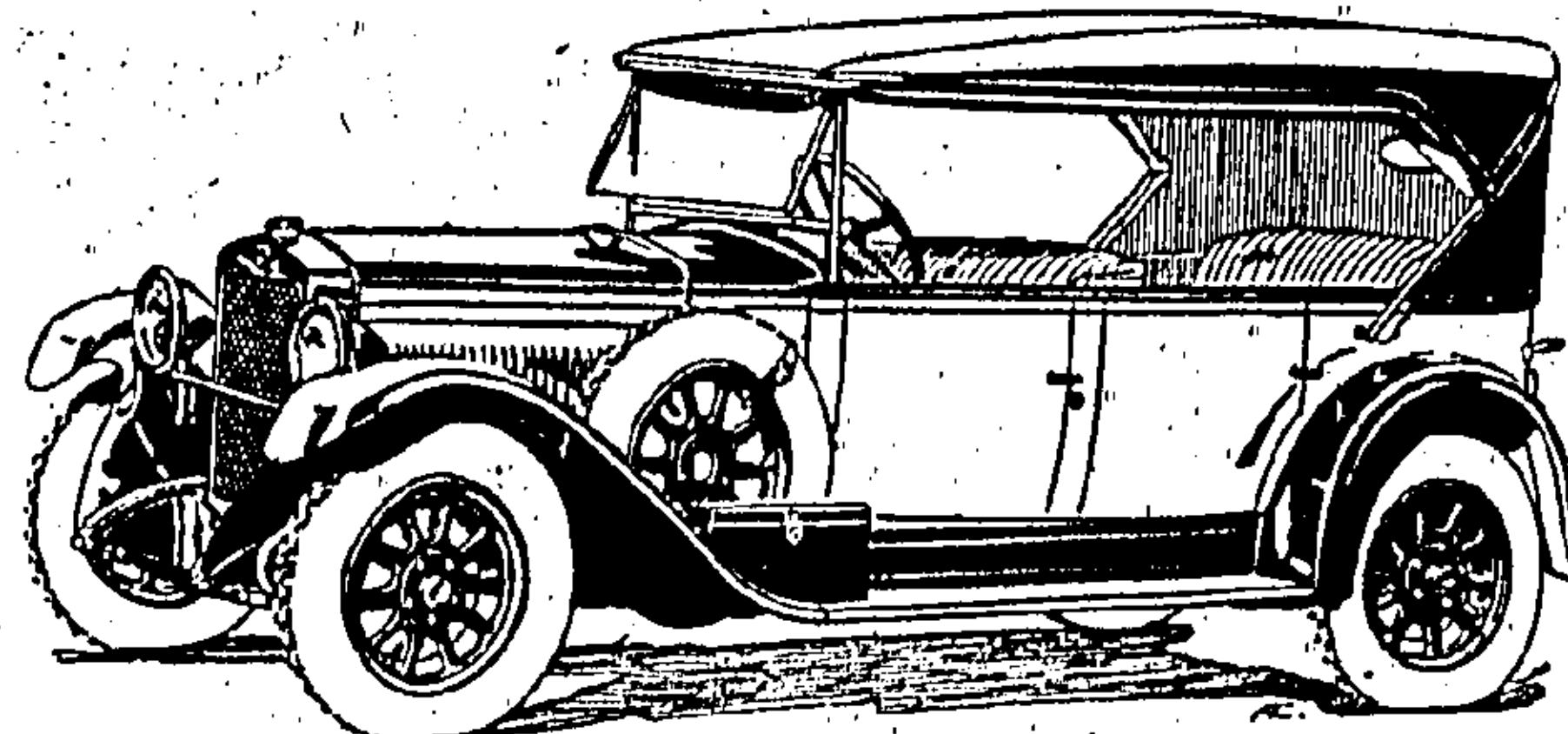
"On the other hand, at least 10,000 candlepower is needed to show up objects on the road a safe distance ahead. When headlamps are adjusted properly this extremely high candlepower is aimed below the eyes of other drivers where it does not glare.

"Dangerous glare comes from badly adjusted headlamps when the glaring rays are aimed too high and go into the other driver's eyes instead of on the road where they are needed. Even here the glare from properly designed headlamps using 32 candlepower bulbs need not be any greater than the glare from 21 candlepower bulbs since the added light should be used to provide more light at the sides of the road and near the car rather than to increase the beam candlepower."

Falge also points out that chromium plating could be introduced for reflectors instead of silver. If 32-candlepower bulbs were permissible, chromium plate would last longer and remain free from tarnish, while the higher-powered light would offset the lower reflecting efficiency of the chromium.

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PEDESTRIAN CONTROL.

Experiments at Los Angeles.

Seventy per cent. of all traffic fatalities result from collisions between motor vehicles and pedestrians. It follows that any helpful plan to segregate motor vehicular and pedestrian traffic must necessarily command attention says an American writer. To-day we have motor vehicular control. The movements of passenger cars, trucks and buses are regulated in most communities by electric lights, hand semaphores, operated by traffic officers, and by signals given by traffic policemen. But in most cities we haven't much in the way of pedestrian control.

I have often thought that "pedestrian control" is probably an unfortunate expression. It seems to carry with it the idea that some one is trying to deprive the pedestrian of some of his rights. The plain truth is that the advocate of pedestrian control simply wishes to get into the pedestrian's mind that traffic rules, regulations and signals are equally as much for his safety and convenience as they are for the motorist.

American cities can well afford to study the experience of Los Angeles, which has learned that pedestrian control is, like practically every other safety measure, a matter of education. As pointed out by E. B. Lefferts, manager of the public safety section of the Automobile Club of Southern California, pedestrian control in Los Angeles had to travel a long and tortuous path before a practical plan was finally enacted into an ordinance.

Over a period of three years it was introduced three different times in the city council. Each time it was vetoed by the mayor. Naturally, each time it came before the council it attracted a great deal of newspaper attention and was quite thoroughly discussed on the city streets.

"Sufficient favourable sentiment was finally developed so that it was possible the third time to pass it over the mayor's veto. At the same time, in addition to pedestrian regulation, the entire traffic ordinance was revised and simplified. The newspapers, the radio and other mediums all paid considerable attention to the plan. Just what it was proposed to do was brought repeatedly to the public's attention.

Complete control both of pedestrians and automobiles followed a series of experiments in dividing the right-of-way between the motor vehicle and the pedestrian. For a long time Los Angeles has had a regulation compelling automobiles to stop behind standing cars, which provides protection to pedestrians crossing the street. This was not successful, because it compelled many motorists to come to a full stop during hours when there was no need for this precaution.

Los Angeles finally adopted the present regulation, which calls for the prolongation of the sidewalk lines across the street. These lines are divided in the centre by another white line, making in effect an elongated letter "H" between the curbs, with the cross bar of the letter in the centre of the street. The motorist is compelled to stop and remain standing while a pedestrian is in that half of the lane on

the side of the street on which the motorist is travelling until the pedestrian has passed beyond the path of the vehicle.

Los Angeles' next step was to separate pedestrian and vehicular traffic by constructing pedestrian tunnels. An approved bond issue of \$350,000 has made possible the building of 40 of these tunnels, practically all of which have been completed.

Los Angeles' experience is particularly worthy of study when it is remembered that in Los Angeles County alone are nearly 650,000 automobiles—a car to every two and a fraction persons.

Mr. Lefferts makes an observation which is of particular interest to the motorist. The pedestrian, he says, does not resent being regulated when he realizes he is getting a "50-50 break" with the motorist. This equality is achieved, he explains, when the pedestrian is not required to wait an unreasonable length of time on the corner, and is given some protection when he happens to be in the centre of the street when the signal changes. In Los Angeles, it appears, the practicability of pedestrian control is being definitely demonstrated.

CHEAPER CROSS CHANNEL CAR FREIGHTS.

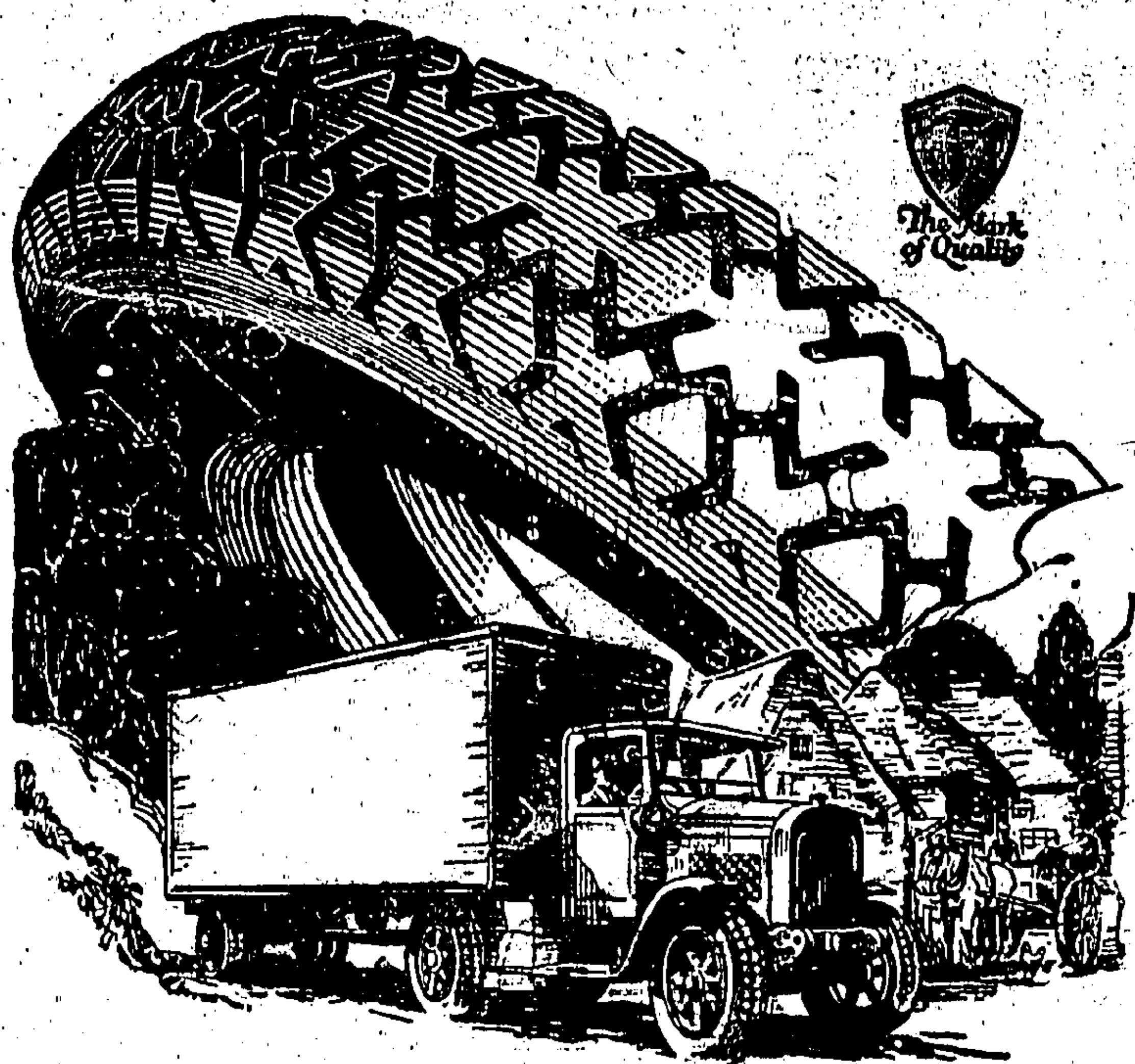
As the result of representations made by the Automobile Association to the Belgian Authorities responsible for running the Dover-Ostend Services, a new tariff showing reduced rates for the conveyance of motor cars has now been adopted. The most noticeable feature of this tariff is the advantage gained by owners of small family cars with wheelbases round about 9 ft. on which the freight charges have been considerably lowered. In some cases a saving of more than 80% is effected.

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MORRIS-OWFORD:—	Touring Car 1924 Model, 5 seater, 13.9 h.p. Owner Driven, Mileage 17,000..... H. K. \$1,500.00
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STUDEBAKER LIGHT 6:—	Touring Car 1922 Model, 5 seater 25 h.p. Owner Driven, Mileage 21,000..... H. K. \$750.00

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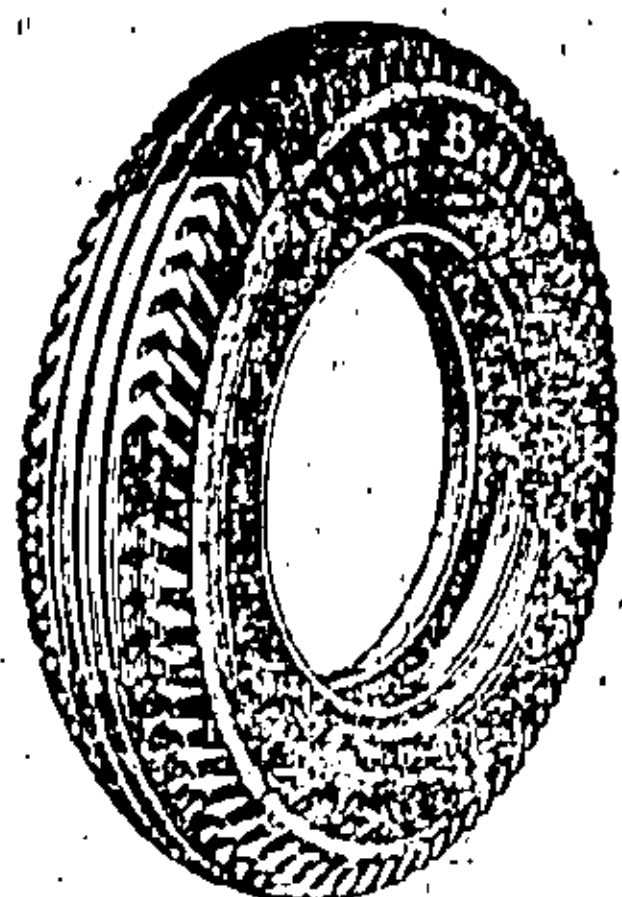
Firestone Gum-Dipped Pneumatics for buses and lorries have established a world-wide reputation for sustained speed, easy riding, all-weather dependability and long mileage. They are built extra size, for heavy loads of passengers or freight. In the Gum-Dipping process, the cords of the carcass are dipped in a rubber solution, insulating every strand of cord with rubber; minimizing friction and giving protection from heat, strain and fatigue. The powerful sidewalls and shoulders have exceptional strength and toughness. The wide semi-flat tread gives greater riding surface, with improved load distribution and consequent slower wear. Backed by our personal service, this tyre is a great money-saver and money-maker. Let us tell you more about it.

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Our first shipment is due here on the 9th, July.

The following is the Proof of Quality of the above famous Motor Cycles:

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FRENCH TOURIST TROPHY—2,964.800 Kilom.

The race was held at MONTLERY TRACK with several competing machines.

174 cmc. 2 Entries, 2 First Places (SOURDOT and HOMMAIRE) without loss of one point, and performance superior than 250 cmc machine.

Handicap, for all Categories, won by SOURDOT, on M.-G. machine, without loss of points.

PRICE from H.K. \$320 up.

For particulars apply:—

46, Nathan Road, Kowloon.

WHY TYRES WEAR.

Hints Issued by Dunlop Coy.

All motorists are interested in the subject of tyre wear and its causes; few, however, realise the vital effect that speed, road surfaces, starting and stopping has on the wear of tyres. The following instructive data has been issued by the Dunlop Coy., and is the first of a series of articles touching on the important subject. The present era of improved roads, increased automobile activity, and intensive automobile performance has brought on new operating conditions which cause a wide variation in the amount of wear that is possible from tyres of the same make, or the same quality. In this study there are a great number of major factors, each of which covers a lot of smaller ones; some interlock with others, yet each has its distinctive effect on the performance. These factors are as follows:—

(1) Speed.—High-speed driving is a natural thing to-day. Cars are capable of higher speeds than before—roads permit it, and even the balloon tyre itself, with its extra cushioning quality, makes sustained high speed over rough roads possible. People have become accustomed to driving to such an extent that the average speed on the open road is at least 10 to 15 miles higher than it was five years ago. Compare this with the fact that tyres which wear 12,000 miles at 35 m.p.h. will give only 6,000 miles at 45 m.p.h. under the same road conditions and temperature. An increase of 10 m.p.h. in speed doubles the rate of wear between 30 and 50 m.p.h. Below 30 miles per hour the increase is lower, but above 50 miles per hour the rate of wear increases very rapidly. There is probably no one factor that is causing such a wide range in tyre wear as speed, because there is such a wide range in the amount of speed engaged in. The car owner of today may use his car for many months without giving it much hard usage, then suddenly he will take a short vacation trip, during which he unconsciously drives at a very high rate of speed on an average, and in a comparatively short mileage will wear away sufficient tread rubber to cut his mileage in half.

Road Surfaces.

The kind of roads over which tyres are run has a large bearing on the rate of wear. The dirt roads, which are fairly soft, do not cause much wear, but improved roads with various gritty surfaces for traction purposes are sometimes quite hard on tyres. Some improved roads provide long wear, but others that look just about as good will wear a tyre five or six times as fast. The same types of roads show a difference in abrasiveness. For example, some tarbound macadamis are covered with sharp-edged gravel, which is held in place by the tar. With this wide variation in roads it is hard to classify which type of pavement is better than another. As a rule paved roads are less abrasive than gravel roads. Gravel roads made from crushed rock are more abrasive than those from washed river gravel, because one type presents sharp edges and corners, and the other round. Highly crowned roads have a tendency to "roll" types to one side. The car shows a tendency to run toward the curb or ditch—more constant steering is required. Naturally the rate of wear is increased—more so if the "crowned" road is rough. There is more abrasiveness, more pull on the types, and more wear.

BETTER BRAKES.

What Studebaker is Doing.

Higher road speeds, more congested highways, and greater traffic density in cities make it imperative that automobile brakes function with a wide margin of safety.

One of the most important improvements in four-wheel brake design is the development of the amplified action four-wheel brake now standard equipment on all Studebaker and Erskine cars.

This type brake has unusually effective braking power, and responds to light braking pressure. Tests made at Studebaker's 800-Acre proving Ground show that Studebaker and Erskine brakes will stop the cars in less than half the distance set up as standard by official safety codes.

At ten miles per hour the safety code of the American Automobile Association indicates 12.5 feet as a satisfactory stopping distance. Studebaker and Erskine brakes bring these cars to a stop in 4.5 feet. At 15 m.p.h. the A.A.A. code indicates 28.1 feet; Studebaker and Erskine test cars stop in 10 feet. At 25 m.p.h. the recommended stopping distance is 78.2 feet. Studebaker brakes hold at 28 feet. The A.A.A. stopping distance at 25, 40, and 45 m.p.h. are 153.1, 200 and 253 feet respectively. Studebaker and Erskine brakes bring the cars to a stop at 54.3, 71.6, and 90.6 feet respectively.

The self energizing feature of Studebaker and Erskine three shoe brake design is largely responsible for this exceptional stopping ability. Light pedal pressure turns a cam which throws the "primary" and "auxiliary" brake shoes against the brake drum. The method of holding these brake shoes to the brake housing is such that the rotation of the brake drum forces the secondary shoe against the drum. Thus the actual motion of the car is utilized to increase braking effectiveness, for the movement of the wheels forces the brake shoes tighter and tighter against the brake drum.

This feature is termed by Studebaker as "amplified action" since the light pedal action of the driver is amplified into a powerful braking force by the motion of car.

ROAD WIDENING AT DURHAM.

Durham County Council is negotiating for the purchase of land in connexion with the scheme for widening and raising the level of the Norton-Billingham road.

Starting and Stopping.

In recent tests a car was driven at 5 m.p.h., stopped every quarter of a mile without sliding the wheels, and then accelerated to 35 m.p.h. again, wore one-half the tread design away in 108 miles. The same car, driven at the same rate of speed, but stopped every mile, wore one-half the tread away in 3100 miles. This indicates conclusively the serious effect of starting and stopping. Added to this is the possibility of the present day automobile to jump from a standing start to 30 miles per hour in a few seconds, and of four-wheel brakes bringing the car to a dead stop in half the distance that it formerly took. Even two-wheel brakes are more powerful than ever before, and in this case to stop the car in a short distance like four-wheel brakes it is often necessary to slide the wheels. Four-wheel brakes do not cause sliding as frequently, and distribute the wear more evenly; because of quick stops the tread rubber is worn away rapidly in either case.

THE MORRIS MINOR.

More About the New Model.

The announcement recently made by Mr. W. R. Morris that he intended to put into production a new four-seater small car of 7 h.p., to be sold at a competitive price, is a matter of great interest to motorists and prospective motorists alike. We may be sure any new car bearing the name of Morris will be entirely sound in its conception, for the current types have reached their immense degree of popularity not merely because they are relatively less costly than most, but because they are satisfactory, reliable, and practical from every point of view.

The underlying idea of this new small "Morris Minor," as it is officially named, is to provide the public with the most economical form of motoring at present possible by means of low first cost, small tax, small petrol, oil, and tyre bills, and small cost for housing accommodation.

Plans are in train already for production, and it is hoped that the first limited batch will be turned out from the Cowley factory in Oxford during August. In its experimental stages the new car has proved exceedingly promising, particularly with regard to comfort, due to the low centre of gravity and the half-elliptic springs, which combine to render the suspension free from road shock and at the same time devoid of undue pitching. Other features have proved to be of ease of control and a lively performance on the road.

Much detail of the design cannot yet be given, for, like all new things, it is not fully settled in all respects, though the general scheme is crystallised. The following particulars, however, may safely be given. The initial form of body will be a full four-seater fabric saloon,

with two wide doors, separate adjustable tip-up front seats, and rear seats which have the floorboards sunk considerably below the level of the frame, so that there is plenty of leg room without making the body too long. All four windows slide to open, and at the front is a single-pane windscreen, which also can be opened.

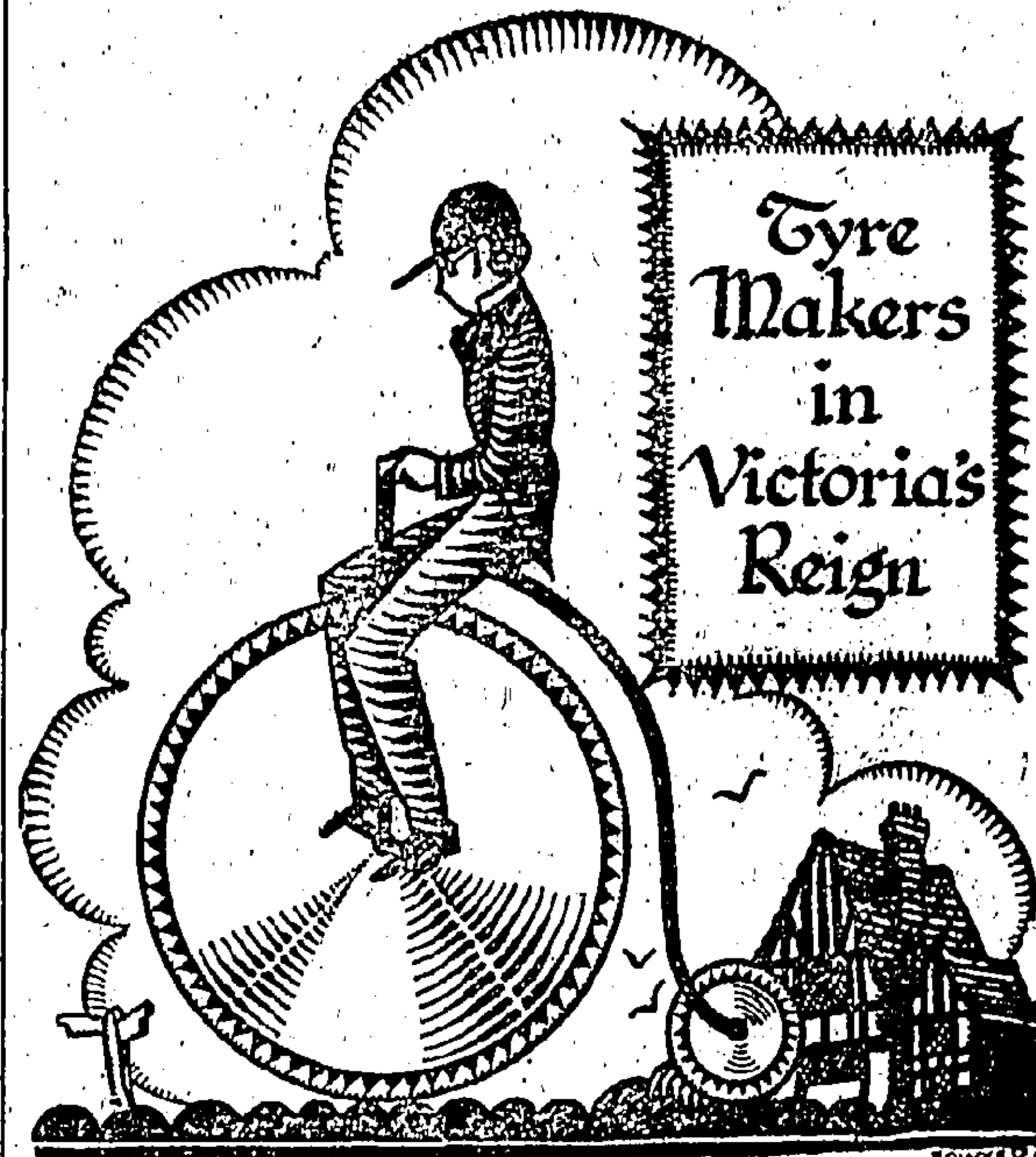
One of the features of the design is the low build of the chassis, the frame being dropped between the arches over the front and rear axles. The wheelbase is 6ft. 6in., and the track 5ft. 6in.

In appearance the car is decidedly attractive, from the normal Morris shape radiator to the back of the well proportioned fabric body. All the up-to-date features of modern car design are incorporated in the mechanism: the four-cylinder water-cooled engine has overhead valves, an overhead camshaft, and coil ignition. Three speeds are provided by the gear box, which has the change-speed lever placed centrally. Finally drive is by spiral bevel gearing. Four wheel brakes are fitted, and are operated through cables. The detachable wire wheels are shod with 26x8.5in. tyres. The steering gear is epicyclic.

Lucas electric lighting and starting are used, and the five lamps include separate head lamps. The car is definitely intended to carry four grown-up people. The price is not yet definitely fixed but it will be highly competitive.—The Auto-car.

PLATED PARTS.

"The manufacturer supplies what the public demands," is an old saying, says The Autocar. "But it is not always true. For example, the car maker is still too prone to supply the owner-driver with brightly plated parts and fittings, which are agreeable to behold when polished and unpleasant when subject to the degree of neglect that is usually their fate. The heads of factories are slowly learning wisdom in this matter, but they have still some way to go."



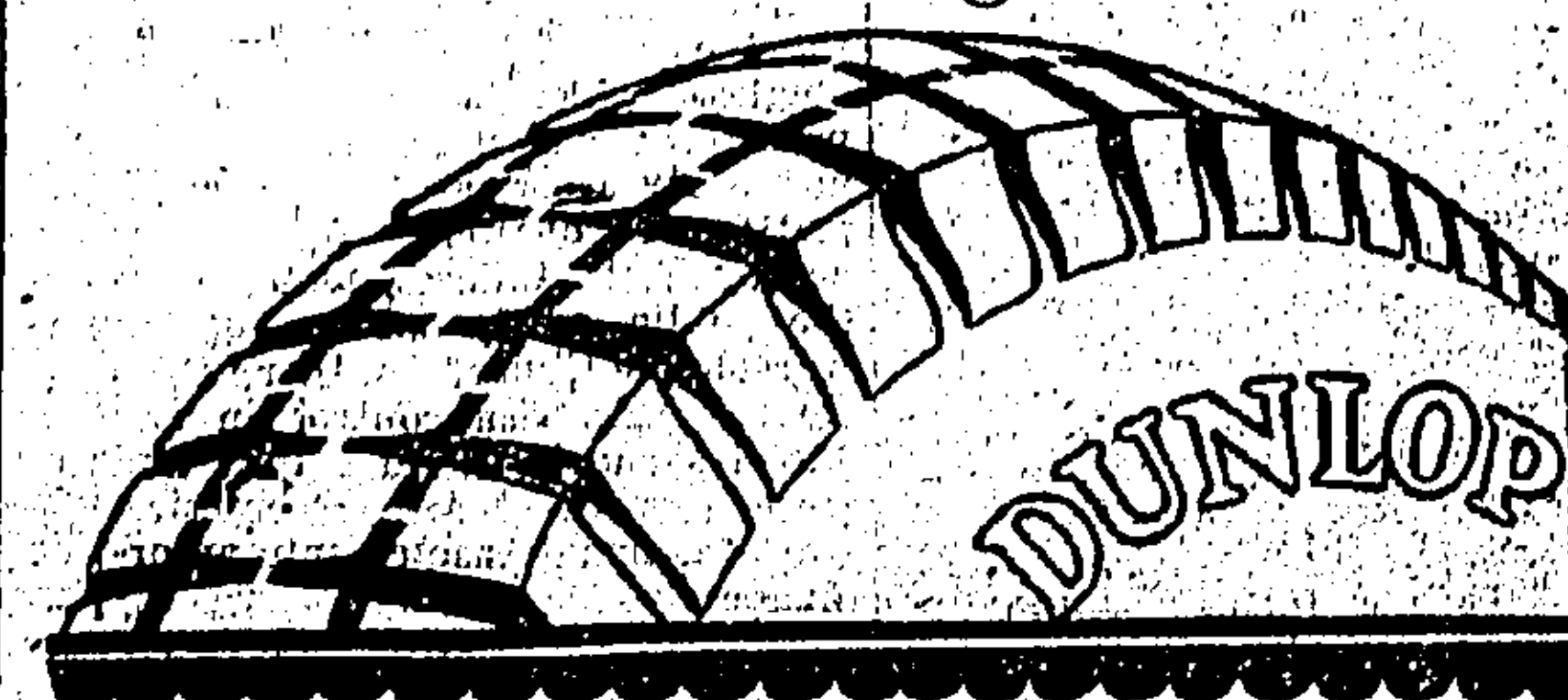
Tyre
Makers
in
Victoria's
Reign

DUNLOP experience of tyre making and tyre performance under every conceivable condition is longer and more varied than that of any other maker—even than the collective experience of all other makers. This is a plain statement of fact, and incontrovertible. Dunlop experience commenced forty years ago when they made pneumatic tyres for the old high bicycles. Since then it has embraced tyre performance on every variety of vehicle on every possible (and impossible) road surface, in every part of the world. Dunlop have had more experience of road and track racing than any other maker. Dunlop can claim the supreme achievement in tyre history—the building of tyres for Major Segrave's 203.8 miles-per-hour Sunbeam.

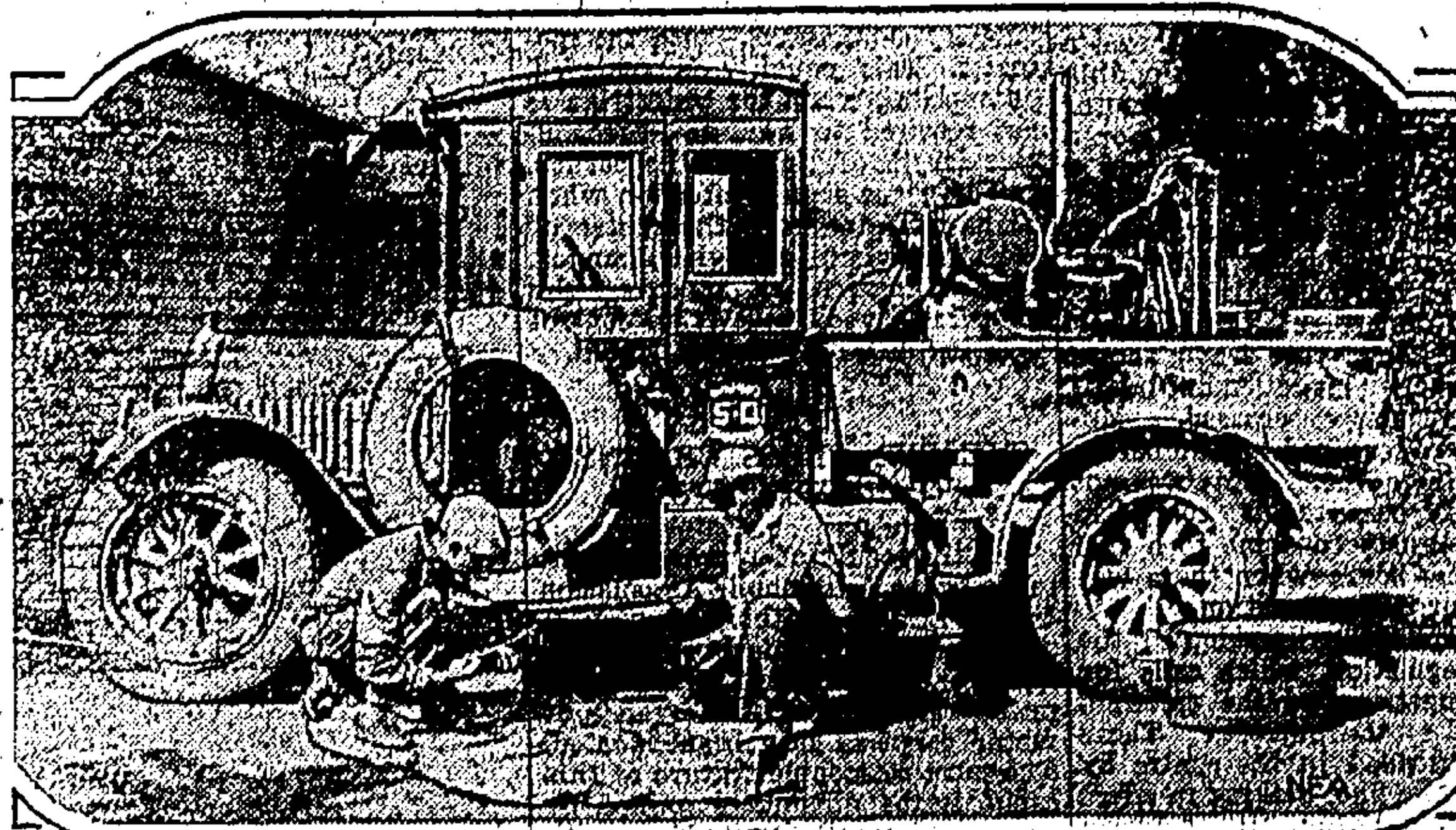
Only DUNLOP Experience covers the whole history of the pneumatic tyre.

DUNLOP

Made in England



THIS KIND OF FISHING HELPS MOTORISTS.



Fishing with a giant electromagnet under this truck, South Dakota highway employees picked up 300 pounds of steel and iron scraps along only 20 miles of road. The collection included a stove leg, an old skate, a monkey wrench, pieces of broken springs, fishhooks, a safety razor blade, a tyre chain, pieces of barbed wire, railroad spikes and countless screws, bolts, nails and tacks. The magnet gets its power from the generator and engine in the truck.



Whiz Top Dressing (for closed car) (Pint)	H.K.\$2.00
Whiz Khaki Top Dressing (Pint)	2.00
Whiz Black Liquid Tyre Cover (Pint)	1.50
Whiz White Tyre Enamel (Pint)	1.50
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Whiz Brilliant Polish (Pint)	1.00
Whiz Lusterize Polish (8 oz.)	1.25
Whiz Metal Polish (½ Pint)	.40
Whiz Metal Polish (Pint)	.80
Whiz Soliflo (8½ oz.)	.35
Whiz Roadside Hand Cleaner (¾ Pint)	.60
Whiz All Rubber Patch Outfit No. 1	.60
Whiz All Rubber Patch Outfit No. 2	1.20
Whiz Gasket Cement (2 oz.)	.25
Whiz Stop Leak Radiator Compound	2.00
Whiz Top Patch Outfit	1.60
Whiz Top Patch Cement	.60
Whiz Rubber Cement	.25
Whiz Valve Grinding Compound 2 oz.	.60
Whiz Valve Grinding Compound 4 oz.	.80
Whiz Soapstone	.50
Whiz Nickel Polish (½ lb.)	1.00
Whiz Cleaning (Radiator) Compound (14 oz.)	1.50

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CADILLAC SALES.

Shipments for export of Cadillac and LaSalle cars to foreign lands during the first four months of 1928 total 1,189, an increase of 110 per cent. over the corresponding months of 1927, according to a statement just issued by Lynn McMaughton, vice-president of the Cadillac Motor Car company. This increase corresponds with forecasts made early in the year indicating better than a 100 per cent. increase in export sales. "Export sales abroad during 1927," Mr. McMaughton states, "showed

an increase of 67 per cent. The dealers' organization has been correspondingly increased. The number of dealers in Cadillac and LaSalle cars abroad now totals 494, an increase of 63 per cent. over 1927, and an increase of 100 per cent. over 1926. The increase in this year's export business is considered particularly gratifying by company officials because 1927 was an introductory year for the Cadillac car and the sales of both Cadillac and LaSalle cars during the first four months of this year each tallied more than the combined sales of both cars during the same period of 1927.

HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

THE FAN BELT.

The belt, which furnishes driving power to auxiliaries from a pulley on the forward end of the crankshaft (or camshaft) is a much more responsible part of a car than it formerly was. Originally, it drove the radiator fan only, but on later cars it drives the waterpump and also the generator or a combination of two belts may be used to drive these auxiliaries. On account of its increased importance, it deserves somewhat more attention than formerly, especially as a belt is not a positive form of drive but may stretch and loosen, so as not to drive the auxiliaries at full speed. If allowed to become too loose it may jump off its pulleys and allow fan, pump and generator to stop, with resulting overheating of the engine and cessation of battery charging. However, the rubberized-fabric vee section belts, found on most cars, are very reliable, give long service and require so slight tension to transmit the required power, that they do not stretch rapidly or cause severe pressures on fan, pump and generator bearings. The fact that they are endless requires that they be tightened by adjusting the positions of the devices which they drive slightly further from the engine crankshaft and this is provided for by mounting the fan-pump unit or the generator on brackets, held in place by bolts in slotted holes or by some form of eccentric mounting. A single belt may be used to drive the fan and pump unit, mounted on the top front of the engine or a single belt may pass around crankshaft, fan-pump and generator pulleys. Two belts may be used, one to drive the generator from the crankshaft and another to drive the fan-pump from the generator. In the first type of drive, tightening is accomplished by adjusting upward, by means of a slotted or eccentric mounting, the fan pump shaft. In the second type, by moving the slotted generator bracket on its support and in the third by readjusting generator location by a compound movement, which affects both belts simultaneously. It is highly probable that the belt or belts of a new car will require tightening, within its first few thousand miles of service, but not again for a very long mileage. These belts should be run no tighter than is required to permit them to keep the auxiliaries up to speed, when the car is running fast. There should always be some slack present, but neither the fan nor the generator pulley should be capable of being readily rotated by the hand. If the cooling water runs too hot,

owing to a combination of insufficient fan and pump speed, or if the generator does not give the proper charging current or does not begin to charge until an abnormally high car speed is attained, there is reason to believe that belt tightening is required. Excessive tightening is, however, to be avoided.

Stationary Engine Knocks.

Question.—I have a two-cylinder gas engine (stationary) which has developed a bad "pound." Wrist-pins, connecting rod and main bearings are all tight. Can this be a piston-slap? Just how and when does piston-slap occur? This is a very bad knock. What suggestions have you as to its source?

Answer.—Not knowing the construction of this engine, we cannot be very specific, but you might investigate the following: See if the flywheel is perfectly tight on the crankshaft, that there is no looseness of the fastenings between structural parts or any crack in any of the castings, that the engine is perfectly secure upon its base and that its base is firm upon its foundation. As a rule, a piston of a stationary engine, which we assume this to be, can be pretty loose, without making a noise which can be characterized as a heavy pound. We suppose that the ignition timing cannot have become too greatly advanced. If none of the above suggestions prove of assistance, please write us again, giving the make and general construction of the engine.

Question.—The starter of my car will hardly turn the engine over and it is only on rather warm mornings that it will start. I have been told that hand-cranking would probably bring about a start when the starter would not, but I have heard of so many wrists broken by cranking engines, that I am afraid to try it. Please tell me how to do it safely.

Answer.—Set the spark lever at full retard (away forward), open the hand throttle the usual amount, pull the choke fully out, but do not switch on the ignition. Turn the engine over with the crank four or five revolutions and then switch on the ignition. Engage the hand-crank so that lifting on it (not pushing down on it) will turn the engine over. Grasp it with the left hand and give it a quick sharp jerk up and over. Priming each cylinder with a spoonful of gasoline will make starting easier. If you always pull up on the crank and never push down on it, there is no danger of bodily injury.

UNSPRUNG WEIGHT.

Reduced in New Ford.

No feature of the new Ford car has been the subject of more enthusiastic approval than its riding qualities. To persons accustomed to ride in a car in the so-called light or medium weight class, the degree to which the Model "A" absorbs road shocks and resists side sway is little short of unbelievable.

It is possible to explain the new car's efficiency in these respects, stronger, and more flexible than those used on any previous Ford car.

The first essential in light-car riding comfort is a high proportion of sprung weight and a low proportion of unsprung weight. Sprung weight is all the weight suspended by the flexible ends of the springs; unsprung weight is the dead weight below those flexible ends. Unsprung weight is a hammer with which every unevenness encountered by the wheels deals a blow against the sprung portion of the car, and the flexible ends of the springs must absorb these blows if the car is to ride comfortably. It follows that the higher the proportion of unsprung weight, the more powerful and violent will be the blows delivered against the frame, body, and motor of the car, and the more difficult to absorb.

In the usual design of semi-elliptic springs, they rest on their middle, or heaviest and thickest, portions; below the line of sprung weight. Thus, the weightiest sections of the springs themselves form part of the unsprung weight, adding to the size of the "hammer" and the power of the blows

dealt by the highway against the body, frame, and motor of the car.

In Ford design, the transverse springs rest on their flexible ends, with their heavy mid-portion uppermost, in which position they form part of the sprung, or cushioned, weight. Thus, the transverse spring makes possible not only a reduction in the number of springs, but the removal of the entire spring to a point above the dead weight line, subtracting by so much from the size of the highway "hammer" and the power of the blow.

But the transverse spring makes possible a still more important reduction of unsprung weight.

Ordinary springs must be placed on the front axle and rear axle housing at a distance of several inches from the centre of road contact. In consequence, the front axle and rear axle housing must be made heavy enough to support the entire sprung weight and a portion of the unsprung weight of the car.

By the use of the transverse spring, the weight of the upper portion of the car is made to rest on forged supports, welded to the axle housing flanges, almost directly above the tyre tread. Thus, all weight is removed from the axle and axle housing, which receives only a tensile strain and in consequence can be built strong and light.

It is plain to see that the reduction in size of the front axle and the forged, stamped, and welded construction of the rear axle housing, made possible only through use of the transverse spring, mean a considerable reduction of unsprung weight.

Outside the question of weight, the transverse spring contributed again to the comfortable riding qualities of the Model "A."

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Powered by the
PONTIAC
Six Cylinder Engine

1000 lb. chassis . . .	\$585
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Chassis Prices:	
One Ton	\$1095
One and one-half ton .	\$1185
Two Ton	\$1950
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2½ Tons to 15 tons capacity;

Prices ranging from
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Until you've seen the General Motors line, you're not ready to buy. Here is the most complete line of trucks to be found. Capacities from ½ to 15 tons. Prices from \$585 to \$5820. Factory-built bodies for all purposes. Investigate!

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The whole world knows how Chrysler has won public preference in every price field because of vital developments in performance, appearance, comfort, dependability and long life.

And now this leadership becomes more emphatic than ever by Chrysler's new sensational values.

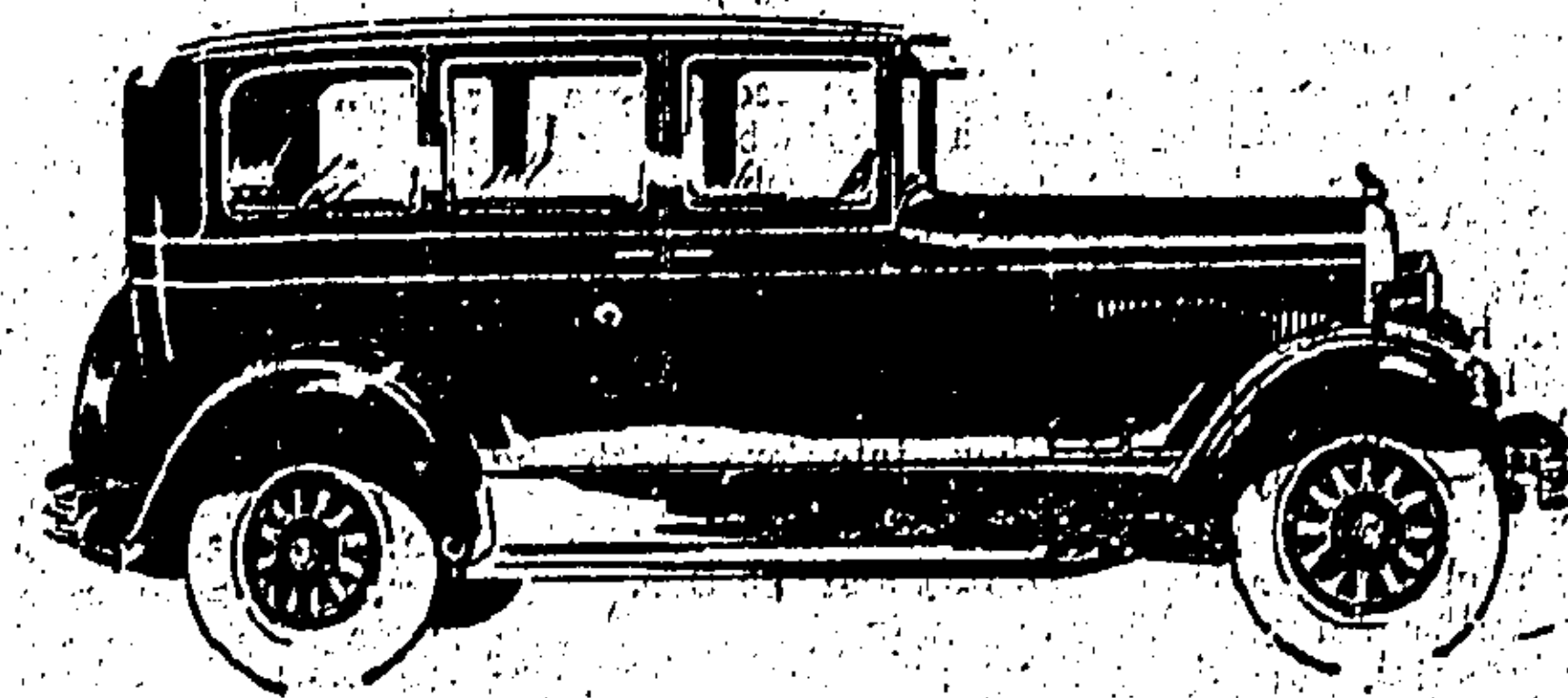
Because of Chrysler's unvarying custom of stepping faster than the procession, the world today expects and receives extra quality and extra value in every Chrysler.

As confirmed by ever-climbing sales which have lifted Chrysler from 27th to 3rd place in volume of sales within 42 months, the world is recognising that the

Chrysler spirit of progressiveness positively assures this extra value.

For it is this progressiveness which, since the first Chrysler, has continued to pioneer and develop the worth-while improvements in motor car performance and smartness for the remainder of the industry to emulate and imitate.

See the new Chrysler models—"52," "62," "72" and Imperial "80." Study them in closest detail and note how far they are in advance of all competition. Then make any test you wish, yourself at the wheel. The more exacting your requirements, the more certain your choice of a Chrysler.



A. LUNG & COMPANY

SOLE AGENTS

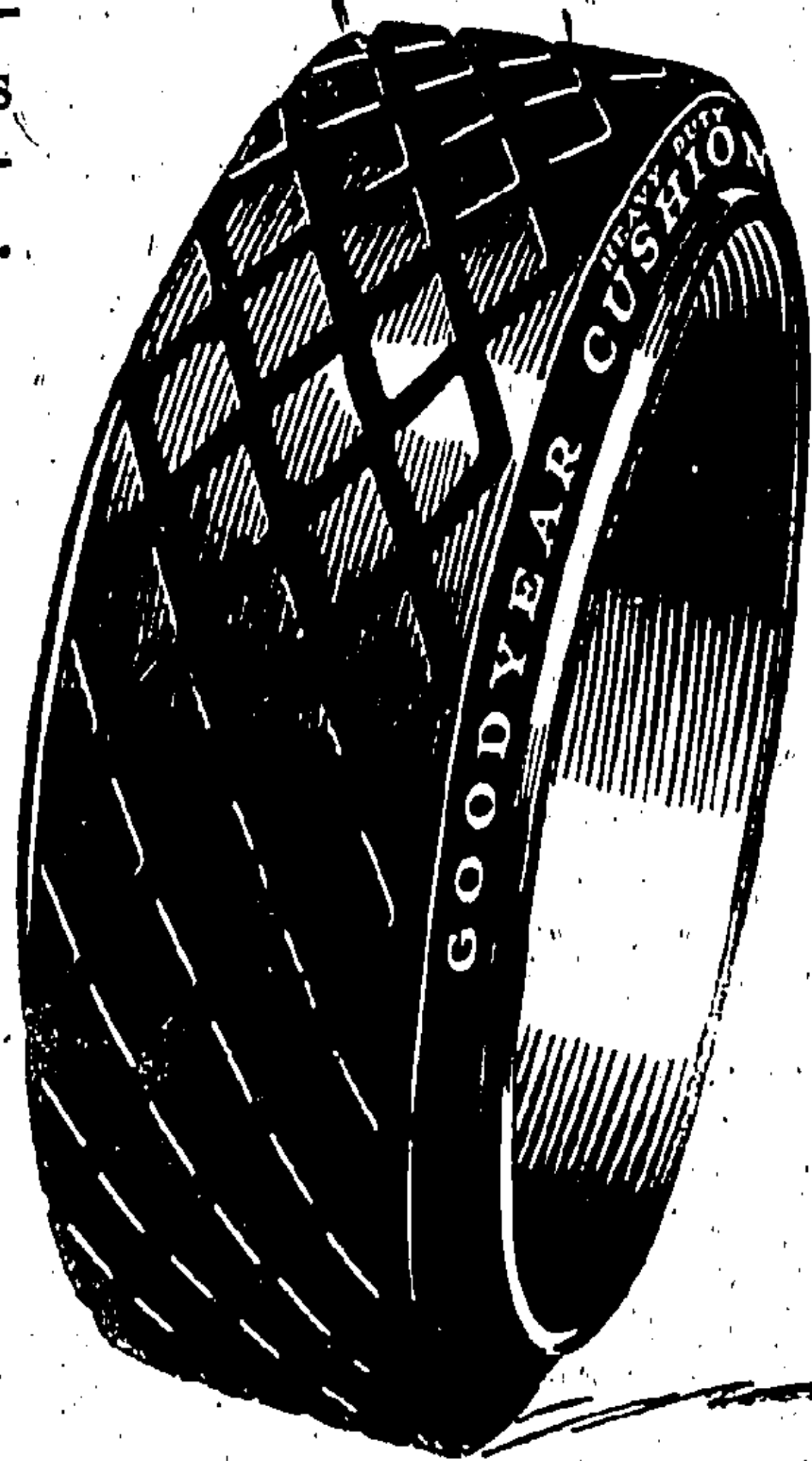
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GOOD YEAR



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THE "PERFECT" REPAIR DEPOT.

Just a Fantasy.

Women seldom make good as doctors because, unlike men, they cannot put up a convincing pretence of being omniscient. Thus—or words to this effect—said a lady practitioner recently. One is constrained to wonder whether this, too, is the reason why women have not yet started to compete with men in running garages and motor repair shops. Perhaps they have not the nerve to lift up the bonnet, jiggor about with the carburettor or a plug, and, with a knowing shake of the head, say: "Afraid it's a week's job, sir," while all the time they haven't the faintest idea what is wrong—and won't have until the apprentice comes back from tea. No, perhaps women are more honest than men—except when it comes to complexions and the lipstick.

But there is undoubtedly considerable scope for their activities on the commercial side of motoring. The wonder is that modern woman—with her keen business sense and her eye to the main chance of turning an honest thousand—has not seen that there lies a splendid opportunity of landing a four-figure income.

Equality of the Sexes.

With the necessary training, any woman ought to be as good a mechanic as her husband or brother, even if those wartime lady drivers—oh boy!—did rely too much on Reggie.

A slim young amazon in trim overalls, or better still, riding breeches and a tunic shirt, surmounted by a carefully dressed shingle (just to give the feminine touch), would be her own advertisement. She would only need to stand at the door of her repair shop and all the young bloods—aye and the wealthy old knuts, too—would flock to her to buy.

Youth to Youth.

One's imagination is not extraordinarily taxed to picture young Ronald Undergrad spending the whole night messing up his engine,

so that he might spend the following day "keeping an eye on the job down at the garage place." And young Archie Sandhurst would certainly not be above trying to start his bus with the petrol turned off, in order that he might have one more vision of that divine pair of ankles protruding from under the chassis.

Seriously, though, there is money in garage ownership for women. Any "Fairy Belle" who could combine a sound mechanical knowledge with personal attractiveness would leave other garages in her neighbourhood absolutely freezing.

This does not exhaust the possibilities offered to the fair sex by the motor trade. Can anyone conceive of "a sweet young thing" having the slightest difficulty in keeping the wolf from the door if she set up a school of motoring? It might well start with young George taking lessons, but papa would probably decide that his driving needed "polishing up," too, when he went to pay the bill. And, maybe he would stipulate that he should have his instruction in a two-seater, sans dickey! He wouldn't like his wife to hear bad language—would he?

As a hired car chauffeur, Miss 1928 would undoubtedly be a big success. She would be booked up every day for weeks—and for long journeys, too. She might incur the displeasure of her maiden aunt, but then, the down-the-nose glances of Mrs. Grundy have not stopped her cocktails—so why should they interfere with her career?

Beauty and the Bus.

One day, I suppose, some enterprising motor firm will hold a beauty competition and subsequently make the winner its chief salesman. For the first six months the showrooms would be stormed with prospective purchasers, and after that with buyers coming back to say how delighted they were—and how delighted they would be if Miss Pretty would come for a spin to see how well the bus was going, how well the headlights lit up the road on dark nights, how well the incomparable Pierre cooked.

That firm will be paying fifty per cent. dividends in its first year—and I shall expect a present of a bundle of shares by way of commission.

A few nights ago I dreamt that I had found the perfect garage at last. As I drove through the gates an alluring little maid gave me an elegant salute—just a cocktail before the feast, so to speak. I was passed on to the hors d'oeuvre—a yet more charming young lady who asked my wants. Desiring to see the next course, I said I wasn't quite sure; something was wrong, but I didn't know what. A shrill blast on a whistle brought a bevy of belles swarming round the car, probing, asking questions, working away with dainty hands—and eyes.

As none of them could find any trouble I said I thought I'd better have a new car. Models of all kinds—sporting, fast and heavy—were paraded, and each was driven by an appropriate damsel of charms. I was invited to try each model, and I soon noticed that the more expensive the car, the more entrancing its ward. I found myself choosing a £2,000 Brooklands racer with a dream of a fairy at the wheel—what eyes, what chin, what figure—shades of Cleopatra! "The chauffeur goes with the car," purred the soft voice of the proprietress, as I gave her a cheque. And just as I was wondering what my wife would say I woke up!

Financial Prospects.

That idea lingers in my head, though, even now. Imagine the money that such an establishment would squeeze from the pockets of even the poor and needy John Citizen! It would not, perhaps, be too popular with jealous wives, who conceivably might place it "out of bounds." But the greatest problem of the proprietress would be to maintain the numbers and standard of the staff. At length perhaps this notice would appear in the windows of the showrooms: "Works Closed. Manageress has decided to start a matrimonial agency!"

But I still think there are distinct possibilities to the scheme.—Chandos, Bidwell in *Morris Motor*.

FORD AND RUBBER.

Will Produce His Own Supplies.

Because of the constantly growing use of rubber in his automobile manufacturing plants, Henry Ford is preparing to produce his own rubber.

A tract of land in the interior of Brazil, comprising millions of acres, was purchased by Henry Ford some time ago. This land, already has a large number of native rubber trees growing on it and has been found by experts to be admirably suited to the intensive cultivation of rubber.

Within the next few weeks the Ford steamship, *Lake Ormoc*, now being fitted out as an operations base for the engineers, rubber culturists and their staffs of workers who will start the work of converting the huge tract of jungle land into rubber plantations, will sail for Brazil.

In the meantime the Ford Motor Company is doing considerable experimenting in rubber manufacture, as well as making many rubber articles now used in Ford and Lincoln cars and Ford trucks. Its plant at Detroit is completely equipped for converting raw rubber into the many parts which are used in the construction of modern automobiles.

There are a hundred and ten rubber parts in the Model "A" Ford and a great many of these function solely to protect the car and its occupants against the action and the noise of road shocks and power vibrations.

This system of rubber shock and noise insulation begins of course with the new and larger balloon tyres, but these are not counted among the hundred and ten rubber

parts alluded to above. Engine mountings of the car are cushioned in rubber. The spare wheel carrier support has a rubber anti-rattler device. The steering column support has another. The steering gear control rod has a third anti-rattler device made of rubber.

Then there is a rubber anti-rattler on the gas tank cable support and another on the carburetor adjusting rod on the dash board that keeps the rod from developing that buzzing song. The front belt rail has another anti-rattler device of rubber.

Wherever, through years of testing and experimenting, Ford engineers have found there is possibility of a squeak developing where frame members are joined, or where the body is attached to the frame, rubber anti-squeak parts have been designed and installed in the new Ford. Doors and windows are also insulated with rubber.

But rubber plays a number of other important roles in the performance of the new Ford. The windshield, windows and doors are fitted with rubber weatherstrips to keep out driving rain and wind. The entire ignition system is insulated with rubber and hard rubber is utilized in the manufacture of a number of Model "A" Ford parts. The steering wheel is finished in hard rubber. "Fordite," which is used in door bumpers and a number of other parts, is a high grade rubber composition material.

MORE AUTOMATIC CONTROLS IN LEEDS.

The successful working of the two automatic traffic control systems in Leeds has led to further extensions at the junctions of Albion Street-Guildford Street-Upper Head Row, and North Lane-Headingley Lane.

SUDDEN SWERVING.

Thoughtless Actions on the Road.

Even the most careful of drivers may be led into a thoughtless, inconsiderate, or even dangerous action by suddenly noting a factor not previously observed. An excellent example was one in which the driver of the saloon car was being closely followed by the two-seater, and, upon reaching the fork had plainly signalled his intention of taking the left-hand road. The driver of the two-seater, therefore, thought it safe to overtake, as he was intending to proceed up the right-hand road. The other driver, however, was apparently unfamiliar with the district and, at the last moment he noticed from the sign-post that after all, it was the right-hand road which he should have taken, and so acting on the spur of the moment, he made a sudden swerve to the right, seriously inconveniencing the driver of the two-seater, who would probably have difficulty in avoiding a collision if he was travelling fairly fast. Of course, the correct procedure in a case of this kind is to restrain the impulse to make a sudden swerve, proceeding in the direction originally taken and slowing down to a standstill, subsequently reversing if necessary.

In Heavy Traffic.

Sudden and erratic swerves of this kind are particularly objectionable where the traffic is heavy, as in London, for example, because it is not to be expected that every over-taking driver will sound the horn to indicate his presence. In fact, the traffic could not get along

at all if it were not tolerably safe to assume that the slowed vehicles would maintain a straight path unless their drivers signalled an intention to deviate therefrom.

On a main road in the country conditions are, of course, somewhat different and an overtaking driver should always sound the horn before passing. Nevertheless, it is the duty of a driver who is proceeding slowly to glance into his mirror and make a signal before swerving out into the road or turning off to the right.

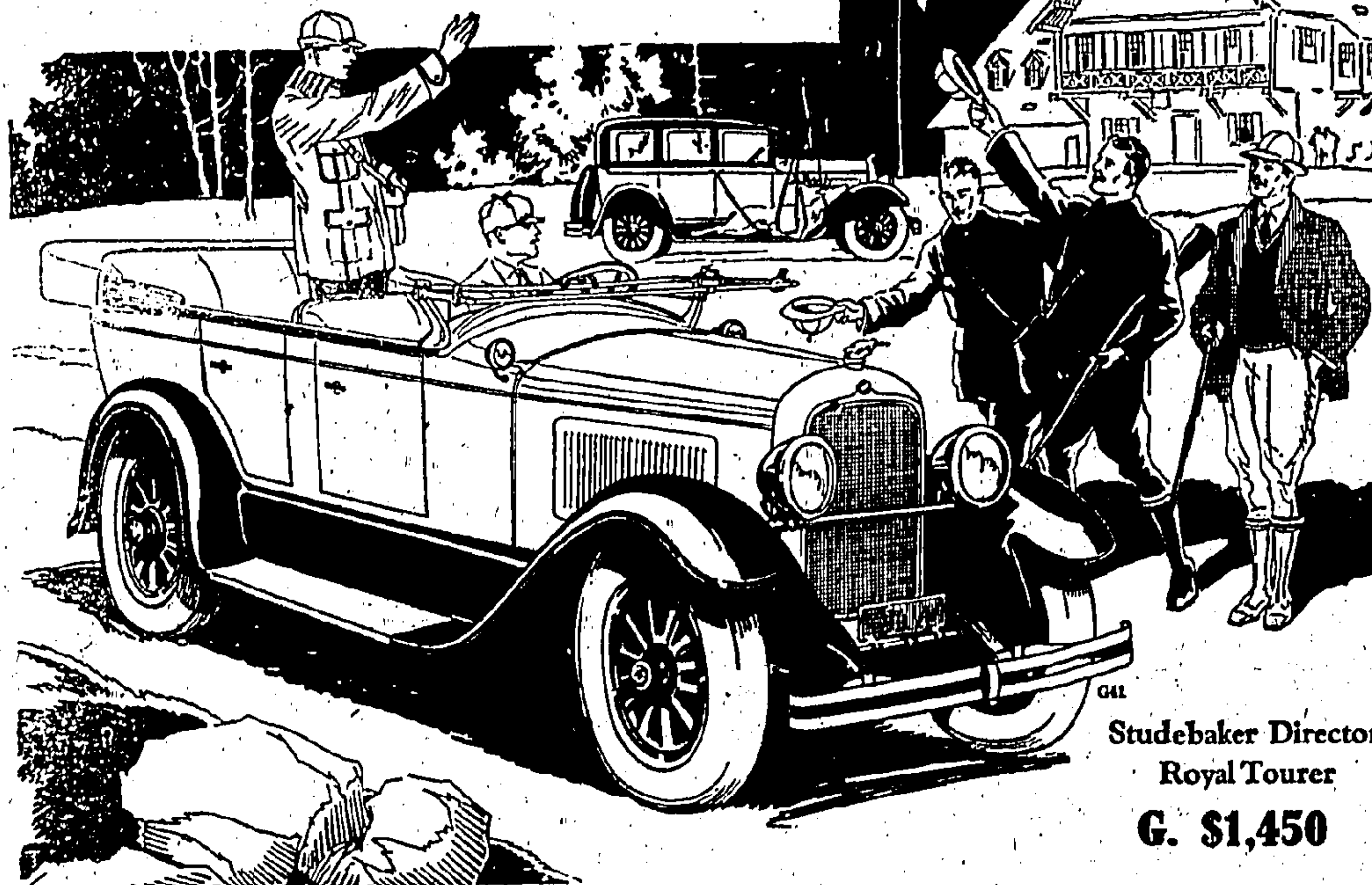
All sorts of causes may arise to produce the sudden swerve which is so dangerous: the taxi driver sees a fare signal from the curb, the van driver suddenly realizes that he has reached the warehouse for which he was searching, the lady driver sees some hats in a shop—there are a hundred different possibilities, but the result is always a dangerous situation. The only safe rule, therefore, is never to do anything suddenly without premeditation, whether it be swerving or braking. Sudden braking on a greasy road is, in fact, just as likely to cause a collision as is an unexpected swerve to the off side.

A crucial test arises when a dog wanders across in the path of a car, but although it may be against all his human instincts, the driver should train himself to resist the swerving impulse, and can do so if he impresses upon his mind the fact that the swerve which saves the dog may seriously injure several human beings.

HOW IT'S DONE.

"Half the market for American Automobiles is virtually assured every year by the demand for replacements for worn out cars," says the American National Automobile Chamber of Commerce.

NEW Royal Tourer by STUDEBAKER



Studebaker Director
Royal Tourer
G. \$1,450

STUDEBAKER presents an entirely new Royal Tourer—a moderately priced tourer that offers you the performance thrill of a costly super-sports model. During official tests a fully equipped sedan, powered by this same Director engine, raced 24 hours at better than a mile-a-minute average!

Proof of Studebaker's engineering genius is that the chassis of this new Royal Tourer needs greasing only once every 2500 miles—engine lubricant needs changing only

once every 2500 miles! You may drive this quality six 40 miles per hour the day you buy it—65 miles per hour later!

This new Royal Tourer, either five or seven seater, is a sport model—an eager-to-go thoroughbred. Beneath its appealing beauty is traditional Studebaker dependability—famous in Studebaker products for 76 years. See this distinctive new Studebaker here today. As an additional guarantee of satisfaction Studebaker backs this car with a one-year warranty.

Studebaker's Director models G\$1450, to G\$1700. Commander models G\$1900 to G\$2000. President Eight models G\$2500, to G\$2900. New Erskin Six models G\$1150, to G\$1250. Price includes many items of extra equipment without extra charge.

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STUDEBAKER

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TRAINING WAIFS & STRAYS.

LITTLE-KNOWN HONG-KONG INSTITUTION.

WHERE BOYS GET INDUSTRIAL TUITION.

LACK OF ROOM FELT.

At the far end of Third Street at West Point, its grounds and buildings screened by a wall, lies a charitable institution of which all too little is known—the St. Louis Industrial School. It is a busy hive of industry designed in the interests of some fifty boys—waifs and strays who are being usefully trained in the institution, while being assured of a future means of livelihood.

Until two years ago, the School was little more than a Reformatory, but lately it has been reorganised. Six months ago it was given the benefit of the practical experience of the Salesian Fathers, six of whom, in addition to four Brothers attached to the organisation, are now in charge of all Departments of the School.

To the credit of the Salesian Fathers it must be stated that as in Bangkok, Macao and other parts of the world, they have a fine record for practicable charitable work, for many hundreds of thousands of orphans have been educated and prepared under their care to take a useful place in society.

The Society's Aims.

The Society to which these Fathers belong has as its principal aim the founding of industrial institutions wherein boys are taught a trade while being given a grounding in education and scholastic attainments.

There is no discrimination as to creed or race, but the disposition to work or learn, and the circumstances which commend these orphans to charitable attention, are the only recommendations required for admission into these institutions.

Within the six months that Father Bernardini and his assistants have taken charge, the St. Louis Industrial School has progressed as well as could be expected, but further expansion is now definitely checked by the lack of room. The premises available can only enter to the needs of a very limited number of pupils, and against this there is the perpetual demand for further admissions.

With six Fathers and four Brothers fresh from their work in other fields and keen to tackle the local problem, it is a pity that many times the present number cannot be taken into the fold, for there are numerous waifs and strays in the Colony, whose time could be more usefully employed in the preparation of a future career.

Two Lakhs Needed.

Father Bernardini, sorrowfully admitted to a *Telegraph* representative yesterday that there is a possibility of his having to abandon the School and leave the Colony for other fields, owing to the lack of adequate financial support.

"I need \$200,000," he said, "and I need it badly. We require a much larger site than this to house our boys." It appears that Father Bernardini is hoping for support from a group of Chinese philanthropists who some years ago were planning the founding of a big Industrial School for poor boys of the Colony. That scheme had to be shelved on account of the big strike, but Father Bernardini now hopes it may be again taken up in conjunction with his own project. He feels that time should make no difference to the plans, and if these Chinese gentlemen were then willing to subscribe to what they recognized as a most deserving cause, they should have no hesitation to do so now.

Looking about for a possible site, Father Bernardini mentioned the old Leather Factory site on the mainland, which is now vacant. It seems to be a suitable place for his purpose, "but," said Father Bernardini with a regretful sigh, "this may not be possible."

Petition to Government.

It is, however, to the authorities that Father Bernardini has now sent an appeal for material support for his scheme. He has forwarded a petition to the Government for the raising of the annual Government grant to the St. Louis Industrial School from \$500 to \$7,000.

Father Bernardini pointed out that the Fathers and Brothers on the staff give their services in an honorary capacity, asking for nothing more than the mere cost of their upkeep. He calculates that this amounts to \$50 a head. The sum of \$7,000 which he is now

WIDOWS' & ORPHANS' PENSIONS.

NEW SCALE PROPOSED FOR HONGKONG.

No fewer than 36 pages of the Government Gazette are devoted to the draft of an Ordinance to amend the Widows' and Orphans' Pension Ordinance, 1908.

This Bill is introduced under instructions received from the Right Honourable the Secretary of State for the Colonies.

The tables contained in the Schedule to the Widows' and Orphans' Pension Ordinance, 1908, are all worked out on the 6% basis, i.e., on the assumption that the contributions are earning interest at the rate of 6%. New tables have been approved, which assume a rate of 8% and these new tables are substituted for the present Tables in Schedule A to the Widows' and Orphans' Pension Ordinance, 1908, by section 3 and the Schedule to this Ordinance.

Section 2 of this Ordinance provides that all future pensions shall be calculated on the basis of the new tables and that all existing pensions shall be recalculated on that basis. This will mean a certain increase in existing pensions and in the calculation of future pensions, but the increase will not be so great as might be imagined because a temporary increase of 25% has been made during recent years.

We regret to announce the death in Vancouver on Thursday of Mr. T. R. Altred, chief steward of the s.s. Empress of Asia. Mr. Altred's son is employed locally in the Dairy Farm Company and is now on his way home.

asking the Government to give, annually, is barely sufficient to cover expenses, but it is hoped that with the profits resulting from the work turned out in the Industrial departments of the school, sufficient will have been obtained to enable the institution to carry on. In Macao, where the Salesian Fathers have now a flourishing Industrial School, the annual donation made by the Government amounts to \$7,000.

Father Bernardini said that the Hon. Captain Superintendent of Police had spoken warmly of the School and had such a high regard for its work that up-to-date he has sent five boys to the School.

Many Departments.

Such work as is now being carried out in the School, within its limited quarters, is of a fairly comprehensive nature. There is an Engineering Department, where machine parts are turned out and facilities are provided for the study of engines and motors. These include even aeroplane motors, two of which, gifts from the Fiat Company, are already installed. Then there are milling engines, lathes and tool-making engines. The Brother who teaches five or six boy mechanics in this Department, a young Italian whose keenness appears to be unbounded, spoke with enthusiasm of the work of his pupils.

Our representative was shown over the printing and book-making departments where were seen sample copies of magazines made up and printed by the boys of the institution alone.

Further on, at the western end of the premises, are other rooms devoted to the 'Shoemaking' and Tailoring Departments. These must have been busy hives of industry during work-days, but the summer holidays have now set in, and the place is quiet.

The fact which strikes the visitor on entry, and it is one which persists in his mind, is the cramped surroundings which have necessitated the use of every available foot of space. Quarters for the boys and Fathers are on an equally restricted scale, but little concern is expressed for these minor discomforts as compared with the pressing demands for working space for a growing institution.

The pupils are taught their respective trades for five hours a day, in addition to attending classes where they are taught ordinary school subjects in English and Chinese.

A Brass Band.

Lastly, there is the St. Louis Industrial School Brass Band, which does admirably under a European teacher who is also the Master Tailor.

The Salesian unit of which Father Bernardini is the head has worked in other fields in the Far East before being invited to Hongkong. Father Bernardini himself taught for ten years at the Macao Industrial School. He also spent one year at the Shanghai institution before coming here. He says he likes Hongkong and wishes to work here in the interests of the orphans, if he is well-supported in his scheme. Otherwise, he will have to leave the local School as it is, and go, it may be to Bangkok to take charge of a new Industrial School that is being founded there.

LONDON TRAVEL HABIT.

483 JOURNEYS PER HEAD OF POPULATION LAST YEAR.

"It is a fact that traffic in the London area has grown faster than the population," said Mr. Frank Pick, managing director of the London Underground Railways Group, in his evidence before the Joint Select Parliamentary Committee, which is considering the railway companies' transport Bill. So greatly, he added, had the travelling habit grown in the London area last year that every man, woman and child made 483 journeys each. This compared with 309 journeys per head in 1913.

Mr. Pick put in a table showing that the L. G. O. C. and its associates operated 5,226 buses, their routes covering 1,691 road miles. The number of car miles run last year was 195,734,163, and the number of passengers carried 1,698,940,235.

During 1922, he said, 90 per cent. of the routes worked yielded only the running costs plus depreciation. Eleven per cent. of the total number of passengers were carried without a profit.

Sir Lynden Macassey, K.C., in his opening address on behalf of the London road traffic interests, said that the powers given in the London Traffic Act were quite insufficient to meet the need for the co-ordination of transport.

EXCHANGE RATES.

	London, July 6.
Paris	124.20
Brussels	34.92
Amsterdam	12.09 1/2
Berlin	20.40
Copenhagen	18.20
Vienna	34.59
Helsinki	193 1/2
Lisbon	277 3/4
Bucharest	70 1/2
Buenos Aires	47.15 3/4
Shanghai	2.73 1/2
Yokohama	1/10.13 1/16
New York	4.87 7/32
Geneva	25.28
Milan	92.80
Stockholm	18.16
Oslo	18.20
Prague	164 1/2
Madrid	29.52 1/2
Athens	376
Rio	557 1/4
Bombay	1.03 1/2
Hongkong	2.04 1/2
Silver (spot)	27 1/2
Silver (forward)	27.3/10

—British Wireless.

SESSIONS JURY PREJUDICED.

L. C. J. AND IRREGULAR PROCEDURE.

Because the deputy chairman at Middlesex Sessions had prejudiced the jury, the Court of Criminal Appeal quashed a sentence of five years' penal servitude for larceny, perjury and false pretences.

The Lord Chief Justice pointed out that at the end of the summing-up at the trial the deputy chairman (Sir Herbert Nield, K.C., M.P.) said to the jury: "There are other charges of uttering cheques, if you desire it you may have a list of those charges."

Lord Hewart asked if the prosecution could justify that remark in view of the fact that it might prejudice the jury.

Mr. Eustace Fulton, for the prosecution, said he could not attempt to justify the remark if it related to charges other than those in the indictment.

Dangerous Practice. Mr. Justice Avey called attention to the fact that the trial was adjourned to bring in a witness with the intention of proving a suggestion that a witness called for the defence had committed perjury.

"It seems to me to be a most dangerous practice."

"If a judge is to adjourn a trial in order that the police may find some evidence to contradict the evidence for the defence, then the defence ought to apply for a further adjournment to prove that the witness who has been called for the police is not to be believed. There is no reason why a trial should ever end in that way."

Lord Hewart said the trial had been unsatisfactory. The judge called evidence involving adjournments of the trial to deal with a matter which did not arise suddenly.

The course taken was not only irregular, but it was gravely to the prejudice of the accused.

The appeal must succeed, and the conviction would be quashed. There were other charges, but the Court had nothing to do with those charges, for the moment at any rate.

Sir William Prescott has been elected chairman of the Metropolitan Water Board, being the first member of the Institution of Civil Engineers appointed to the position.

The Very Late!

The Long Arm of Coincidence.—"On January 4th," writes a correspondent to a Home paper, "I left a two-seater car in X Square. When I returned for it an hour later I noticed some mud on the wind-screen which had not been there before. Opening the door to deposit my parcels in the car I saw the red tartan rug which I always keep locked up in the dickey lying on the floor board. Rather puzzled, and thinking that someone had 'borrowed' the car while I was shopping, I then saw the old man who looks after cars coming towards me accompanied by a policeman."

He said 'Lucky that's not your car; the police are waiting for the owner, as his licence expired last June.'

"I got out, and saw that my own car was almost touching the tail lamp of the one I had been sitting in. Both cars were of the same make (a rather unusual type) and colour, both possessed red tartan rugs, only one tartan had a white stripe in it, both clocks had stopped, one at 11.15, the other at 12.20; the only difference being the mascot on each car, and the fact that one licence had expired six months earlier than the other."

A farmer came to town to insert a death announcement in a newspaper.

"How much do you charge?" he asked.

"Ten shillings an inch," was the reply.

"Heavens!" said the farmer. "He was over six feet high!"

At least 120 lineal descendants of the late Queen Victoria are now scattered about the world, some of them not even traceable by the law courts, it was revealed in a recent action contesting a will in the Chancery Division.

The will contained a trust to continue until the death of "the last of Queen Victoria's descendants living at the time of the death of the testator"—a provision frequently employed some years ago to avoid as long as possible certain rules against accumulations and perpetuities.

Counsel for the Public Trustee, who is trying to upset the will, said that the descendants of Queen Victoria included members of the Russian royal family, whose fate has never been finally ascertained, and of the German royal house, "who might not all eventually be traceable for reasons of comparative obscurity." An Archduke of Austria, Johann Orth, was said to have shipped as a sailor and disappeared. The son of Louis XVI was supposed to have fallen in battle, but this had never been officially confirmed.

The case is a commentary on the upset in royal fortunes wrought by the war. Before 1914 the thought that some of Victoria's descendants might become "untraceable" as early as 1928 would have seemed absurd.

Willesden rates official: I apply for 150 summonses; only ordinary ones, nothing particular. Gas company's official: And I for just seven, also ordinary.

A street pavior stated at Bow County Court that his earnings were 27 a week.

Wife at Bow County Court: My husband said that he could not dance attendance on this court when he had work to do.

More schoolboy howlers.—The Transvaal is situated on a plateau four thousand miles high, and produces large crops of serials.

The Nile rises in Mungo Park. The Mediterranean Sea is a sea which has come into the middle of the earth by means of an earthquake.

A cape is a piece of land falling into the water from a great height. A watershed is a shed in mid-ocean for ships to shelter in when in storms.

In Africa the sheep's tails are not cut off, but the ends are made into butter.

North and South Poles mean that if a ship comes near one and looks for the farther one she can't see it.

While levelling some ground for a tennis court at the residence of Dr. and Mrs. Clutterbuck in an outlying part of Brighton, a workman found a skull. Thinking it to be that of an animal he threw it aside, together with other bones which he subsequently unearthed.

Investigation, however, showed the remains to be human. They were reassembled and proved to be those of a girl about twenty years of age who, it is thought, must have died nearly 4,000 years ago. The body had been buried in a crouching position with limbs flung over it, and experts say that it belongs to the period of the Stone Age or the early Bronze Age.

The teeth were in a remarkably good state of preservation. The skull and bones are to be exhibited in the Brighton Museum.

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ORIGINAL

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\$2.75 each. 3 for \$8.00

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No the old one.
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By whom?
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THE WORLD OF SPORT

THE VARSITY DUEL PROSPECTS.

(Continued from Page 1.)

LEICESTER RECOVERY.

Brilliant Bowling By Freeman.

Leicester accomplished a brilliant performance in averting defeat by Kent at Tonbridge. Nearly 200 runs in arrears on the first innings, they compiled the capital total of 432 in their second innings, thanks to a superb batting display by Shipman, and Kent were unable to obtain the runs necessary for victory in the time at their disposal.

Freeman again bowled brilliantly, taking fifteen wickets in the course of the game. His efforts were chiefly responsible for Leicester's first innings collapse, while although severely punished in the second innings, he alone took wickets seven falling to his wiles.

Shipman refused to be tempted and scored 226 in a brilliant display, making, we believe, the highest score of his first-class career.

The scores were:

Leicester: 107 and 432.
Kent: 288 and 189 for 6 wickets.

Leicester could do little with Freeman's bowling in the first innings, and the little bowler returned an analysis of 8 wickets for 64 runs.

Thanks to Woolley, who scored at a rapid pace to net 160 runs in a total of 288, Kent gained a big lead on the first innings, and thus credited themselves with major points.

The game changed completely in the second innings, Kent's bowling being severely trounced. Shipman scored 266, while Freeman took 7 wickets for 160 runs.

Needing 252 runs to win, Kent set out to get them in the brief time at their disposal, but stumps were drawn after six wickets had fallen and when 83 runs were still needed.

CAMBRIDGE VICTORY.

Remarkable Triumph for W. V. Robins.

Some splendid cricket by Cambridge University at Lord's where they beat the M.C.C. by eight wickets, adds to their already high reputation this season. Their triumph was in no small measure due to the fine all-round display given by W. V. Robins, and to a fine partnership between him and E. T. Killick.

The scores were:
M.C.C.: 226 and 221.
Cambridge: 354 and 96 for 2 wickets.

After the inconspicuous first innings by the M.C.C., Cambridge established a lead of 128. W. V. Robins scored his first century of the season in a bright display producing 103 runs, while E. T. Killick maintained his recent capital form by a score of 101.

Any hope of an M.C.C. recovery was quickly dispelled by Robins, who bowled capably and took 6 wickets for 61 runs.

BIG SCORING AT EASTBOURNE.

Oxford Bowling Severely Punished.

H.G.D. Leveson-Gower's XI defeated Oxford University by eight wickets at Eastbourne, the match again demonstrating weaknesses in the Varsity attack.

Three centuries were compiled, the scores being:

Oxford: 191 and 389.
Leveson-Gower's: 461 and 123 for 2 wickets.

After the Varsity had been dismissed for 191, Leveson-Gower's proceeded to put themselves in a strong position, though curiously enough it was left to two bowlers, Nigel Haig and Howell to do the bulk of the scoring. Haig hit up 111 in his usual graceful style, while Howell made 101 in a rapid knock.

Oxford began 270 runs in arrears, an almost impossible position, but they went for the bowling courageously and made the useful total of 389, P.G. Kingsley making 144.

Leveson-Gower's made the remaining runs for the loss of two wickets.

NORTHANTS WIN AGAIN.

Warwickshire Give Poor Display.

Northants. defeated Warwickshire at Kettering by nine wickets.

Northants being on top almost throughout. The scores were:

Warwick: 229 and 154.
Northants: 292 and 93 for 1 wicket.

Howell took five wickets for 78 runs in Northants' first innings.

GLOUCESTER FAILURE.

Batting Breaks Down Against Sussex.

From their triumph of earlier in the week when they scored 653 runs against Glamorgan, the Gloucester batting broke down badly in both innings against Sussex at Bristol, the same ground, and the visitors won by an innings and 65 runs. The scores were:

Gloucester: 136 and 160.
Sussex: 361 for 9 wickets (dec.).

Cook scored 100 (not out) for Sussex, this being the only score of note during the match.

SURREY-HELD.

Somerset Bat Well at the Oval.

In the return game between Surrey and Somerset at the Oval, Surrey had again to be content with a draw in their favour. Somerset's batting was much stronger than in the previous game, and there was little in it at the close.

The scores were:

Somerset: 317 and 258 for 8 wickets.
Surrey: 346 for 7 wickets (dec.).

Ducat made 121 in Surrey's innings.

BIG HANTS TOTAL.

Mend in Excellent form at Leyton.

Essex were forced to follow-on in their home match against Hampshire, but thanks to a valuable contribution by Nichols, the innings defeat was averted. Mend made yet another century.

The scores were:

Hants: 456.
Essex: 224 and 325 for 8 wickets.

Mend contributed 156 to Hampshire's big total, while Nichols (121) played a big share in Essex's stand in the closing stages.

NOTTS WIN BY AN INNINGS.

Whysall and Barratt Both Reach Three Figures.

Notts easily defeated Glamorgan at Nottingham, winning by an innings and seven runs. The scores were:

Glamorgan: 240 and 209.
Notts: 456 for 7 wickets (dec.).

Matters did not begin exceptionally well for Notts, but when Whysall and Barratt got together, the runs came steadily. Whysall was defeated soon after he reached his century, his score being 107, while the innings was declared closed immediately Barratt (101 not out) had reached the coveted figures.

Glamorgan showed little sign of offering effective resistance. Larwood and Richmond shared the wickets in the second innings, Larwood taking 5 for 69 and Richmond 5 for 46.

RAIN INTERRUPTS.

Lancashire Lose Valuable Points.

Lancashire have every reason to blame the weather for losing their valuable points against Worcester. After scoring 328, rain interrupted and Worcester were not able to complete their first innings.

The scores were:

Lancashire: 328.
Worcester: 142 for 4 wickets.

Hopwood made 136 (not out) for Lancashire.

WEST INDIES BEATEN.

Dismissed for 58 Runs.

Yorkshire won easily against the West Indies, thanks to some brilliant bowling by Macaulay.

The West Indies were skittled out for 58 runs in the second innings, the full scores being:

Yorkshire: 284 and 172 for 1 wicket (dec.).

West Indies: 208 and 58.

Macaulay took 6 wickets for 80 runs in the second innings.—*Editor.*

CINEMA NOTES.

FINAL SHOWINGS TO-DAY.

"The Dove," with Norma Talmadge in the principal role, will be screened for the last time to-day at the Queen's Theatre. Noah Beery, the villainous sergeant of "Beau Geste," and Gilbert Roland, a comparative new-comer to the screen, are included in the large cast. "The Dove" is a colourful story of the love affairs of a dazzling beauty, a cabaret dancing girl, in a mythical, semi-tropical land. Miss Talmadge achieves new heights in her new picture which is entirely different to anything the star has previously attempted.

Miss Cherie Valentine and Miss Tomasia Birdwell, two juvenile eccentric dancers, will appear at the 9.20 p.m. performances, when they definitely bring their successful Hongkong season to a close.

World Theatre.

"Cradle Snatchers," a first-rate comedy, at the World Theatre, is also being shown to-day for the last time. An amusing story tells of the severe lesson taught to husbands by their wives who have long been suspicious that after hours business deals do not always take place in the office. Louise Fazenda, J. Farrell MacDonald, and Sammy Cohen supply most of the fun and are ably supported by many others.

Star Theatre.

"Blonde or Brunette," a hilarious French farce, will also have its final screenings to-day at the Star Theatre. The story concerns the love adventures of a wealthy young man who couldn't decide between a blonde and a brunette until he had married them both. Debonair Adolphe Menjou is the leading player, while Greta Nissen and Arlette Marchal are his able assistants.

The Banque Franco-Chinoise writes: We beg to inform you that the Chinese Maritime Customs having effected the first payment for the half year, 1928, on the Boxer Indemnity, the coupon No. 7 of the 5% Gold Loan, 1926, will be redeemable on the 15th instant through our agencies.

Eleven pits, employing 4,430 persons, have closed down in the Yorkshire coalfields this year.

BABY CAR'S 1,584 MILES IN A DAY.

AUSTIN'S AVERAGE OF 66 M.P.H.

A remarkable feat for a "baby" car has just been achieved by an Austin Seven at Monthery, where Captain Chase has beaten the 24-hour record held by a French car at 40.86 m.p.h.

Captain Chase averaged 66 m.p.h. for the 24 hours, thus covering 1,584 miles.

Over the last four laps the Austin was given full throttle and reached 80 m.p.h.

Many other records were broken during the run.

Colnbrook by-pass road, which has been under construction for nearly three years, was opened for Ascot race week.



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TWO VERY DAINTY EVENING GOWNS.



The useful little dance dress seen on the right is in flesh pink net, with a novel waistline decoration in crystal, blue and pink beads. The model on the right relies upon beauty of fabric for its charm, is carried out in chiffon lace, showing various rose tints faintly outlined with black upon an ivory background.

FRENCH INFLUENCE.

THE FASHION VOCABULARY.

It is astonishing to consider the preponderance of French influence on the dresses of women everywhere. As evidence of this take the following collection of words and phrases employed in one short article by a fashion expert writing for an American publication; the words are French, but we have none to replace them in English and so have accepted them: Jabot, applique, plisse, crepe-de-chine, godet, georgette, poplin, chou, trottetour, organdie, mousseline-de-soie, foulard. Some of these words have naturally been used so long as to be accepted in the English dictionaries; others have been altered for common English usage; but there may still be one or two relatively new words to be added to our vocabulary. And these were in one short article.



Much tucking is featured on this gracefully draped gown in black, white and grey foulard, with white crepe revers and facings and a white georgette vest.

LAWN TENNIS SHOES.

IN GREAT VARIETIES.

Some of the latest lawn tennis shoes are white with green, blue, or red saddles; these are laced shoes with a rubber sole. Another tennis shoe, of rather better quality, is in white buckskin piped with red, green, or brown. It is a one-bar shoe, and looks very smart. The coloured tennis shoes, which were so popular on the Riviera this season, are now being shown in the shops. They are a one-bar glaze kid shoe, with a crepe rubber sole, and are seen in blue, red, beige, green, and bois du rose.

The same kind of shoe is also made in real lizard and python. Shoes of white net, with coloured leather straps, and buckskin shoes with two-coloured piping, are also included in the new range for the tennis season. A shoe that can be worn for tennis or golf is in white buckskin with leather facings; it is the kind of shoe worn by some of the American golf professionals last year, and has a crepe rubber sole. It is to be obtained with or without heels, as are most of the shoes made specially for tennis.

LACEY LINGERIE.
LACE MATCHES DRESS TRIMMING.

If lace was ever used profusely, it is this season. Nearly half of the garment is in lace or net. Not only are cream and biscuit tints of lace employed with the lingerie sets, but also lace dyed to match the material. Deep, pleated or gathered lace flounces are used on "scanties," as well as on underslips and nightgowns.

Deep, full semi-sleeves, made very wide, of rich lace, are used on a crepe-de-chine nightgown, which may have no other trimming, but which is pleated very full.

Often the lace on the slip and on the combination is precisely the same as that used on the frock. This is noted in transparent frocks, when the slip shows through, and reveals the fact that the lace is identical to that used on the frock. This feature is observed at the smart tea dances, evening functions, and, all the cases where the smart world congregates.

THIS WEEK'S RECIPE.

AMBER PUDDING.

One lb. cooking apples, 2 eggs, 3 oz. sugar, rind and juice of 1 lemon, some short pastry. Peel and core the apples. Stew till tender in a very little water. Rub through a sieve. Add sugar, lemon, and the yolks of the eggs. Line the edges of a pie-dish with pastry, put the mixture in and bake in a sharp oven. Whip the whites of the eggs stiffly, pile over the apple, sift with sugar, and return to the oven to brown.



For the sports girl is this useful pull-over sweater. It is in fine beige wool stockinette, the bold design being carried out in green silk and silver thread.

Lace Dresses.

Many are the lace dresses of gold, silver, or steel to be seen this season. They seem to be almost indispensable in the wardrobe of the woman who goes out a good deal. They are often worn over a bright silk lining, and completed by a handpainted sash of chiffon. The neck should be "V" shaped, and the skirt—short, of course—lengthened by pleated panels. Flues of ostrich, caught in the lace here and there, give a pretty novelty. Capes and long panels, starting from the shoulders, give a vaporous, indefinite outline, which is a good indication of ampler future styles.

FEAR IN WOMAN.

THE WAY TO FIGHT IT.

Can women be divided into types according to whether they fear life or fight it?

Some women are angry when they meet opposition, and they enjoy life much more than the fearful souls who are so easily made unhappy.

Anger, the emotion associated with pugnacity, is stimulating, even pleasurable, if our anger is just.

Fear, on the contrary, is always unpleasant and devastating to our self-esteem, whether it is fear due to trivialities or to terrors. Valuable it may be in moderation, if it saves our lives in facing traffic perils, or if it safeguards us from offending the moral code, such as it is, built through the centuries by mankind in the making.

On the other hand, fear spoils the joy of life for fifty per cent. of women to-day. Fear of the dark and of wet, slimy animals may be traced to ancestral experience through racial memory. Ask half a dozen women if they are ever afraid. Ask them what particular fear hurts and thwarts their daily lives. If they answer honestly and sincerely you will gain some insight into the human mind. Cats, wide spaces, draughts, social mistakes, illness, ghosts—these six fears might be multiplied a hundredfold, and we must remember the strangest and strongest fear of all—fear of oneself.

Reason for Fear.

Fear versus fight vary in every individual from year to year, from day to day; and both fight and fear are influenced very much by physical health, are affected, for example, by the physiology of the internal glands of the body.

Excess of thyroid gland secretion makes a woman nervous, fearful, apprehensive. Excess of adrenalin, secreted by two tiny cell masses on the surface of the kidneys (called the glands of light or combat) make her capable of a vast deal of "fight."

All the fighting, forceful women from Queen Elizabeth to Florence Nightingale were rich in adrenalin. Most of us are more susceptible to fear after illness or long emotional strain.

The atrocities of life do not touch the sheltered women of the civilized world to-day to any extent. It may take a nervous breakdown to make a woman understand the fear-paroxysm of the mouse before the pounce of the cat.

Courage.

Women are often wonderfully brave in face of fear which fills their waking hours. I know women popular, prominent, universally admired who are afraid if they have to enter a crowded room or a restaurant. Some fear draughts or germs, some suffer agonies if they make a trivial social mistake or imagine they are snubbed by an acquaintance. Fear of ridicule is so common as to be almost universal.

It is unwise, unchristian, to give way to fear. We must fight better, gain a new perspective, or find the hidden conflict in the mind which makes peace and poise impossible. Because fear is paralyzing to effort, it obstructs the outgoing instinctive energy and cramps personality. We must not "fear" to-day when life calls on women for courage and service to the community. Love of self, morbid self-consciousness breeds fear. In love of humanity we attain to that selflessness which casts out fear, eases soul sickness, and wins harmony and happiness. —Dr. Elizabeth Sloan Cheeser.

A MARRIAGE DAY.

Two separate lives that led Each to each at last. Now are made as one—Separate life is past. So strange a life can be Lived apart, alone. Greater the wonder now Together to be known. Greater the wonder and So great the gain The deepening of joy. Of love that will not wane! So high their hopes and true, This mutual intent, Oh, may high-heartedness To them be sent, Courage and sympathy And humour's sure balm Life's troubles to surmount Life's storms to calm. —THELMA COOMBS.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, May 24.

This week we have a variation on the ensemble theme, introducing the ever-popular cape instead of the coat. This particular model is a combination of silk and wool: a thick kasha of the new and delightful mid-night blue, combined with printed crepe de chine to tone. Also are pictured two evening dresses, the little one of pink net, trimmed in crystal, blue and pink beads, for the more informal occasion, than the dressy model of chiffon lace.

The day gown of black, white and grey foulard is for the young matron, while also pictured is a smart pull-over sweater for the young lady.

Vanity Street.

And now for a hat. Before we go on, I should like to place on record that I do not recommend you to adopt this style of *chapeau* if you have a face like the lady underneath it, because she looks altogether too droopy for the headgear—most depressing, in fact. It seems to me that it requires a bright, riant little face to set off a hat like this, not one of the "lilies and langour" type; so many people have a tendency to

emphasise any unfortunate feature by their choice of hats. You know what I mean—tip-tilted nose, turn-up hat! But to get back, at long last, to the model illustrated, it was of black satin—the kind which endures throughout the seasons and is fashionable for rain or sunshine, adorned with a jade and gold brocade ribbon. Naturally this colour scheme could be adapted to suit any costume, and there is no reason why—economy being necessary—the ribbon should not be changeable, and thus introduce further variety. This season there seems some kind of reaction against the very small hats (which will undoubtedly return when winter comes) because large and drooping brims are everywhere in the shops.



A variation of the two-piece in kasha and printed crepe de chine, introducing the cape instead of the coat. It will be very popular this season.

Newest Watches.

The newest watches to carry in the pocket are made almost square, and have a little case which can be of gold, silver, tortoiseshell or even shagreen. To see the time the two ends of the case are pulled apart, and are quickly pushed back into position again.

Is That So?

And, to continue my previous remarks under another heading, there has been a Beauty and Brains controversy lately—the kind of thing which crops up as regularly as the Summer holidays, and I was pleased to note that Mr. Gordon Selridge, Jnr., (who told me that he began his commercial life by sticking on stamps in his father's office at five shillings a week when he was home from school in the vacations) said, when asked his opinion on this vital matter: "I think that man whose mind is taken of his work because a good-looking girl is working in the same office is not much of a business man. Rather more than half our employees are



The Street of Adventure.

This week I have been deeply interested by a book by a woman who seems to enjoy, the doubtful advantage of knowing all there is to know about her own sex. (To know all about the other sex is most certainly an advantage, practically speaking; but to know about one's own gives one an uncomfortable feeling! We are so funny with the veneer off!) However, in "The Common Round" by D. C. F. Harding (Hurst and Blackett), we have a day in the life of a modern girl. "Only a day in a full-sized novel!" I hear you query. Yet, but a day dissected and analysed, and very amusingly done, too. This is how it goes, for instance: A few reflections on the part of Armored, the "heroine," as she sits opposite her mother at breakfast. "She was not aware that she looked upon her mother as an old dear, but rather a buck number, whose curiosity must be continually appeased with truth or fiction, according to which was most convenient. She would have been pained to know that her daughter had very few morals but was happily endowed with an instinctive desire to be decent." But you must read it!

A PLEA FOR THE
PICTURE HAT.

[By An Old-Fashioned Man.]

There has been a lot in the papers lately about the return to fashion of the picture hat, and as I am one of those old-fashioned males who still cling to the belief that women do dress to please and attract their men-folk, I presume to give you a mere man's views upon the subject.

Dear Lady, you seem to be unable to make up your mind about this picture hat, although it is clear to me that your heart hankers after its large and drooping brim. With your cloches and helmets you try to defy this persistent lure of the picture hat, but every season it turns up again to tempt you.

Your grandmother and mother favoured the picture hat, and maybe you are afraid of adopting a mode that might bring with it a return to old-fashioned ideas and manners.

Perhaps you even think that anything worn in these days would make you look a little dowdy, but if you did but know how adorable your grandmother and, in turn, your mother looked in the picture hat you would have no fears upon that score, I think.

True, this hat belongs to the days of blushes and coyness, things I believe you despise, but it deserved its name of picture hat indeed, when those dear ladies shyly blushed and took refuge from your gaze under its drooping brim.

To sit nearby watching a little mouth, a round dimpled chin and just the tip of a pert little nose under that brim, and to see it lift a little and encounter a pair of laughing eyes, are some of the delights that would return to us with the Picture Hat.

You argue that you like to openly face the world under your helmet, and again you cannot wear a picture hat with ailing hair, and you will not return to the tyranny of long hair for a hat. Well, I agree with you that the abolition of many old-fashioned things was an improvement; but you must beware of going to the

THE BRIDAL VEIL.

BRIDE GIVEN A WIDE CHOICE.

The bride of to-day is given a wide choice in the arrangement of her wedding veil. By some charming and original ornament or colour "the line" of a picture frock may be accentuated and a touch of old-world charm and dignity added.

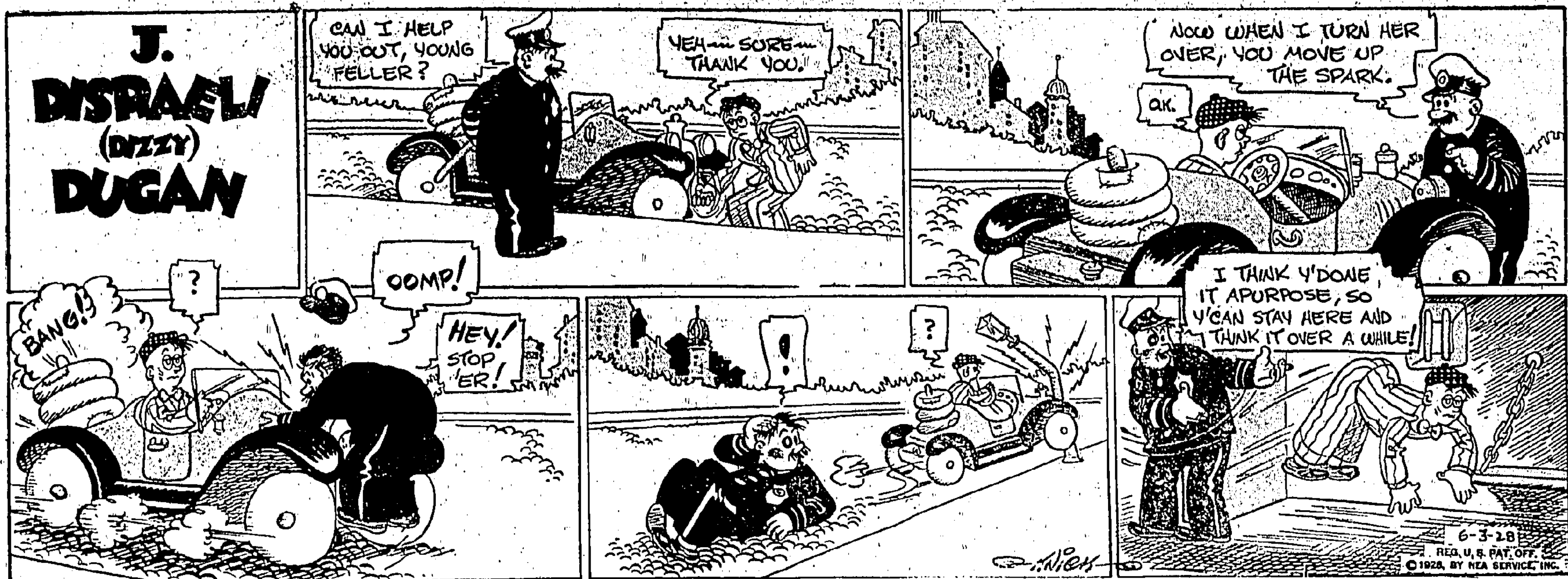
The fashion for introducing gold, silver and even a little colour into the wedding toilette is vastly becoming to many brides who would find the "all white" scheme somewhat trying and difficult to wear successfully.

The tulle veils tinted with a pale pink flush is most notably helpful to the bride not dowered with vivid colouring.

other extreme. So, with your sound modern common sense couldn't you strike a happy medium and adopt the picture-hat, but altered slightly to make it suitable for wearing with your shingle?



A fashionable hat in black satin, trimmed with a large bow of fude and gold, or some contrasting colours suitable for the ensemble.



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EMPEROR OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPEROR OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPEROR OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPEROR OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPEROR OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPEROR OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPEROR OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPEROR OF CANADA	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPEROR OF RUSSIA	Dec. 12	Dec. 15	Dec. 18	Dec. 20	Dec. 29
EMPEROR OF ASIA	Jan. 16	Jan. 19	Jan. 22	Jan. 24	Feb. 2
EMPEROR OF CANADA	Feb. 6	Feb. 9	Feb. 12	Feb. 14	Feb. 23

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TOUCHING SCENE.

BEFORE CASKET OF SUN YAT-SEN.

Peiping, July 5.

It is learned that Marshal Chiang Kai-shek is not attending the reception to be given by Marshal Yen Hsi-shan this evening, and that he has decided not to call on the Legations as he had originally intended.

Marshal Chiang will possibly not re-enter Peking during the remainder of his stay in the North.—*Reuter.*

Peiping, June 6.

Feng Yu-hsiang arrived at Peiping early this morning and motorcade immediately to the P'i Yun Temple at the Western Hills, where he participated, with Yen Hsi-shan, Chiang Kai-shek and others in a memorial service before Sun Yat-sen's remains.—*Reuter.*

Touching Scene at Ceremony.

Peiping, July 6.

Chiang Kai-shek took the lead in the memorial service this morning, which was attended by all the leaders now in the north, who after the funeral dirge, laid wreaths in front of the casket, after which Chiang Kai-shek read a special address, eulogizing Dr. Sun Yat-sen and informing his spirit of the success of the campaign. A table with the usual offerings of food was placed before the remains.

During the ceremony there was a touching scene when Chiang Kai-shek broke down and threw himself before the casket, sobbing bitterly. Feng Yu-hsiang eventually took him by the arm and raised him, and led him aside. After the ceremony Feng Yu-hsiang and Chiang Kai-shek had a two-hour talk.—*Reuter.*

Berlin, July 6.

The aviators, Mears and Colliers, have arrived in an aeroplane from Paris.—*Reuter.*

THE JERVIS BAY.

WHOLE AFFAIR VERY MUCH EXAGGERATED.

Suez, July 6.

When the Jervis Bay arrived here Captain Daniel, interviewed by *Reuter*, said that the whole affair had been very exaggerated. All had been well aboard since leaving Colombo and there had been no further incident. He explained that the ship had been delayed an hour at Colombo merely because two firemen were absent without leave.

He declared that he had appealed for a warship because the liner was full and there was no place for the detention of the eight stowaways, and because of the consequent nervousness of the passengers.

Captain Daniel was mystified regarding the Slavof's message that she was unable to locate the Jervis Bay and said that the latter picked up the Slavof very easily.

The passengers were likewise astonished at the "exaggerated reports" and applauded Captain Daniel's handling of the situation. Four hundred passengers signed a round robin attesting to the crew's loyalty.—*Reuter.*

CAPT. LUNDBORG SAVED.

RESCUER OF GENERAL NOBLE.

Stockholm, July 6.

The Swedish expedition has rescued Captain Lundborg.—*Reuter.*

[Captain Lundborg, the Swedish aviator, on June 25 boldly landed on the ice in a plane equipped with runners. Having rescued General Noble he returned to try to save other members of the party, but the treacherous nature of the ground upset his calculations and his plane overturned, fortunately without injury to himself. Since that time he has been marooned.]

OSAKA DEFENCE.

REHEARSAL AGAINST NIGHT ATTACK.

Osaka, July 6.

The city's two million inhabitants are taking part in a rehearsal of defence against air raids with anti-aircraft guns, audiphones, searchlights and balloons placed strategically.

At a siren signal last night, millions of lights in the city and suburbs were put out and covered up, broadcasted the announcement, "All's well; the raiders have gone," and the town reappeared in renewed brilliancy.

Military officers, Imperial Princes and aeronautic experts observed the rehearsal from balloons and other vantage points and considered it very satisfactory. Other forms of aerial defence practice are being carried out for several days.—*Reuter.*

IMPORTS AND EXPORTS.

JAPAN'S TRADE WITH CHINA.

Tokyo, July 6.

Japanese trade with China during the first half year shows exports amounting to 2,750,000,000 yen and imports amounting to 2,250,000,000 yen.—*Reuter.*

The total output of the Kailan Mining Administration's mines for the week ending June 16, amounted to 97,785 tons, and the sale during the period to 81,721 tons.

Rabbi Isidore Epstein has been appointed lecturer on the staff of the Jew's College from October next at a salary of £700 per annum, and Rabbi Dr. S. Hirschfeld has been retired on pension.

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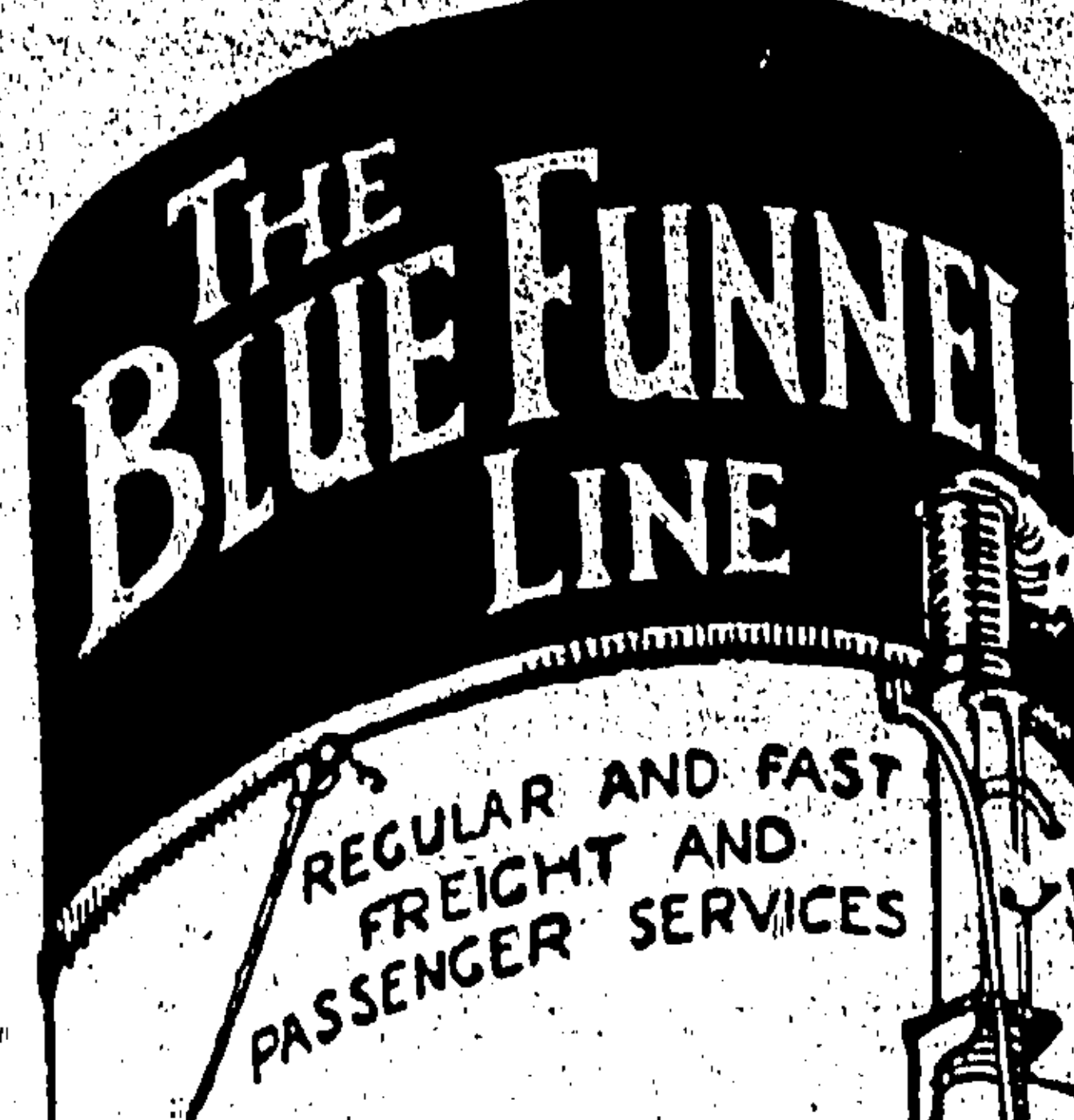
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"HECTOR" 11th July. M'lee, London, R'dam & Glasgow
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"ANTIOCHUS" 20th Aug. Genoa, Havre, Liverpool & Glasgow

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via Kobe & Yokohama
"PROTESILAU" 13th July. Victoria, Vancouver & Seattle
"TALYTHIUS" 2nd Aug. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"DARDANUS" 27th July. Boston, New York & Baltimore
"LYCAON" 24th Aug. Boston, New York & Baltimore

PASSENGER SERVICE

"HECTOR" 11th July. Singapore, Marseille & London
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Pres. Jefferson ... Tues. July 17th Pres. McKinley Tues. July 10, 2 a.m.
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Pres. Madison ... Tues. Aug. 14th Pres. Cleveland ... Tues. Aug. 7th
Pres. Jackson ... Tues. Aug. 28th Pres. Pierce ... Tues. Aug. 21st

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Pres. Adams ... Sun. July 15, 8 a.m. Pres. Monroe ... Sun. Aug. 26, 8 a.m.
Pres. Garfield ... Sun. July 29, 8 a.m. Pres. Wilson ... Sun. Sept. 9, 8 a.m.
Pres. Harrison ... Sun. Aug. 12, 8 a.m. Pres. Van Buren ... Sun. Sept. 23, 8 a.m.

To Manila

Pres. Jefferson ... July 7th, 6 p.m. Pres. Lincoln ... July 21st, 6 p.m.
Pres. Adams ... July 15th, 8 a.m. Pres. Garfield ... July 29th, 8 a.m.
Pres. Grant ... July 17th, 6 p.m. Pres. Cleveland ... July 31st, 6 p.m.

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Destination.	Steamers.	Sailings.
TO TSINGTAU via SWATOW & SHANGHAI	Hongkong Fookshing Chakshing Yaching	Sun. 8th July at noon. Wed. 11th July at noon. Sun. 15th July at noon. Wed. 18th July at noon.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Hosang	Fri. 13th July at 7 a.m.
TO OSAKA via AMOY, MOJI & KOBE	Kutsang Namsang Kumsang	Fri. 20th July at 7 a.m. Fri. 3rd Aug at 7 a.m. Thurs. 16th Aug at 7 a.m.
TO CANTON	Chakshing	Mon. 9th July at 8 p.m.
TO STRAITS & CALCUTTA	Fookshing	Wed. 25th July at 3 p.m.
TO SINGAPORE	Suisang Yunsang	Mon. 9th July at 3 p.m. Fri. 20th July at noon.
TO SANDAKAN	Mausang	Satur. 7th July at 3 p.m.
TO TIENTSIN	Cheongshing	Wed. 11th July at noon.

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Excellent 1st class accommodation on through steamers from Calcutta to Japan at the specially reduced return fares of \$175. to Kobe and \$200. to Yokohama. These return tickets are available for 3 months. Further reductions made for parties of not less than 4 adults.

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S.S. "DARDANUS"	via Suez Canal	27th July.
S.S. "CITY OF EVANSVILLE"	via Suez Canal	10th Aug.
S.S. "LYCAON"	via Suez Canal	24th Aug.

Steamers proceed via Suez Canal or Panama Canal at owners' option.

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Fare Hongkong to London \$82.

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Steamship "PEMBROKESHIRE" (Via Oran)	11th July.
Steamship "GLENSHANE" (Via Oran)	10th Aug.
Motor Vessel "GLENOGLE" (Via Oran)	7th Sept.
Steamship "CARMARTHENSHIRE" (Via Oran)	5th Oct.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.	
Steamship "CARDIGANSHIRE"	14th July.
Motor Vessel "GLENOGLE"	20th July.
Motor Vessel "GLENAMOX"	10th Aug.
Steamship "CARMARTHENSHIRE"	20th Aug.
Motor Vessel "GLENGARRY"	1st Sept.

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EXCURSIONS TO MACAO.

ON SUNDAY, 8th JULY.

HONGKONG TO MACAO	MACAO TO HONGKONG
9.00 a.m. "SUI AN"	3.30 p.m. "SUI AN"

RETURN SALOON PASSAGE FARE: \$5.00.

Above sailings are subjected to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

SEAPLANE TRAGEDY.

JAPANESE MACHINE PLUNGS INTO SEA.

Tokyo, July 6. A Navy Office bulletin says that whilst night flying yesterday evening a seaplane plunged into the sea off the Naval base at Yokosuka. A Lieutenant and two others are missing and two Petty Officers have been seriously injured. Two were rescued unhurt. —Reuter.

THE "BREMEN" FLIERS.

GUESTS OF EX-KAISER AT DOORN RESIDENCE.

Amsterdam, July 6. The "Bremen" aviators Koehl, Von Huenefeld and Commander Fitzmaurice have arrived from Dublin in the "Bremen's" sister plane to "Europa." They will be the guests of the ex-Kaiser and will be conveyed to Doorn in the "Imperial" motorcar. —Reuter.

LUBRICATION A.B.C.

THE WHY AND WHEREFORE OF OIL.

By the courtesy of the Standard Oil Company and particularly Mr. Conant, the local manager, films dealing with the correct lubrication of cars, steamers, locomotives and vehicles generally were shown at the Institute of Engineers and Shipbuilders yesterday, the screening having been made possible by the co-operation of the U. S. Bureau of Mines and the Standard Oil Company.

Presented in two parts, the first dealt with the desirability of "feeding" a car according to the needs of the make and the real necessity of attending to lubrication, even more than mechanical adjustment. Close ups of engines in operation, showed just where trouble was likely to start, with the seizing up of engines and the "freezing" of pistons. This part of the film should have proved a real revelation to all motorists, although there was a large attendance, car owners present, who could have learned much, were comparatively few.

The second part of the film dealt with the production of the various types of oil, from the gusher to the can. The average user of lubricants knows but little of cleansing, distillation, condensing and refining plants, but here on the screen, the operations were shown in detail. One spot of oil on a main bearing, a fan, or a sewing machine, means employment for a whole host of mechanics and engineers and chemists according to the film.

The screening proved to be more interesting than many of the so-called instructional films, having a great educational value to both hobby riders and professional men in all spheres. Those who were present should now be able to debate at length as to where paraffin wax comes from and the exact meaning of "viscosity."

At the conclusion of the screening, Mr. W. J. Stokes expressed thanks to the Standard Oil Company and particularly to Mr. Conant, for the opportunity which had been given the members to examine lubricating problems, close up. Mr. Conant replying in suitable terms.

THE SALT GABELLE.

DISCUSSIONS UNDER WAY WITH NANKING.

London, July 6.

In the House of Commons Mr. W. Foot Mitchell asked as to the present position in regard to the Salt Gabelle in China. Commander Locker Lampson replied that discussions with the Nanking authorities were still proceeding and was of the opinion that in view of the fact that the Nanking Government aimed at consolidating its position as the Nationalist Government of China and as such to enter into friendly relations with the foreign Powers, it would not doubt recognise the paramount importance of faithfully fulfilling all the obligations to which it had fallen heir.

Also, in deciding its attitude towards the Salt Administration it would doubtless also bear in mind the enormous benefits conferred on China by the re-organisation of the system of collecting salt revenues effected by Sir Richard Dene, under the terms of the loan agreement of 1913. —Reuter.

A STEAMER PIRACY.

SEIZED ON VOYAGE FROM SWATOW.

A somewhat alarming report of another steamer piracy reached Hongkong last night through a Chinese source. At present only meagre details of the outrage are available.

It is stated that the s.s. Fung Fat, a Chinese owned vessel plying between the Straits Settlements, Swatow, Amoy and Canton, was attacked by pirates a few days ago, on her trip from Swatow.

The Fung Fat is an iron vessel of about 1,000 tons capacity and was carrying 90 Chinese passengers and a sundry cargo.

The report says that ten or more pirates, disguised as passengers, boarded her in Swatow and seized the vessel near Swatow subduing all the crew on board. After the attack the pirates ordered the captain to steer the ship to Ching Lan, in Heung Shan.

Fortunately when the Fung Fat arrived at Ching Lan the place was being raided by a large contingent of Chinese soldiers, under the command of Chan Cheung-po, a Canton Divisional Commander. Immediately after the pirates had landed the troops set out to arrest them, but they succeeded in eluding the soldiers and escaped.

Soldiers later boarded the vessel and found that none of the cargo had been touched. The steamer was escorted back to Canton. The report did not say whether any of the passengers had been looted.

A Junk Seized. In his report to the Aberdeen Police, the owner of fishing junk, No. 162 A, anchored in Aberdeen, stated that at 3.15 on Thursday afternoon, when he was fast asleep, robbers attacked him with a bamboo pole. The pirates then sailed away with the junk, which contained 37 fishing nets, valued at \$74, two anchors worth \$8, and a quantity of clothing.

The junk itself is worth \$140 and the master estimated his total loss at \$225. The pirates were marked and spoke Pinghoi dialect. Pinghoi is near Bias Bay.

THE BEST SHOTS.

TAMAR MEN HOLD HONOUR OF FLEET.

An abstract is published in naval fleet orders of the rifle practices carried out in the Fleet during the year ended June 30, 1927.

In the "B" course the average points obtained in individual firing show a steady improvement during the four years from 1923-24, the percentages being 50.6, 51.2, 52.0, and 52.1.

In the firing by junior executive officers, highest average points, 69.5, were obtained by the Reserve Fleet, and the China Station special service ships were second with 67.5, the Anti-Submarine Flotilla coming third with 60.0.

Best shots in order of merit were the Weymouth, Reserve Fleet, 69.5 points; the Wren, 4th Destroyer Flotilla, 68.5; and the Marazion, China Station, 67.5.

In the firing by seamen, Petty Officers H. Bristol and W. Wells, of H.M.S. Tamar, China Station, were the best shots of the Fleet, with 95 out of a possible 100 points.

AMERICAN MARINES.

EIGHT HUNDRED MORE FOR NICARAGUA.

New York, July 6. Eight hundred United States Marines under Lieut-Colonel Gerard Kincaid have left San Pedro, California, to reinforce the Marines in Nicaragua. —Reuter's American Service.

CONSIGNEES' NOTICES.

A. & O. LINE

From U. S. A. The Motor Vessel "SPEYBANK" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 12th July, 1928, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before 19th July, 1928, or they will not be recognized. All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Thursday, 12th July, 1928, at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by.

THE BANK LINE, LIMITED, General Agents, Hongkong, 6th July, 1928.

ELLERMAN LINE

From EUROPE.

The Steamship, "CITY OF PEKIN" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 11th July, 1928, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 18th July, 1928, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week. No Fire Insurance has been effected.

Bills of Lading will be countersigned by.

THE BANK LINE, LIMITED, General Agents.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship, "PAUL LECAT"

Bringing Cargo from MARSEILLES,

Consignees are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing. All claims must be sent in to me on or before the Thursday the 12th July 1928, or they will not be recognized. Damaged packages will be examined by the Company's Surveyor Messrs. Goddard and Douglas in the presence of the Consignees at 10.00 a.m. on Monday, the 9th July 1928. No fire insurance will be effected by us in any case whatever.

L. LESDOS, Hongkong, 3rd July, 1928.

JAPAN'S RESERVISTS.

SEVEN THOUSAND TO BE RETURNED SOON.

Tokyo, July 6. Instructions have been despatched to the military transport authorities at Tsingtao to prepare six government transports to return about 7,000 reservists in the near future. —Reuter.

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NANKIN	7,058	28th July.	Marseilles, London, A'werp, Rotterdam & Hamburg
KASHMIR	8,985	4th Aug.	M'los, L'don, A'werp & Hull
KIDDERPORE	5,334	14th Aug.	Straits & Bombay
RAJPUTANA	16,568	18th Aug.	Bombay, Marseilles & London
Cargo only.			Calls Casa Blanca.

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TALMA	10,000	3rd Aug.	S'pore, Penang & Calcutta
TAKLIWA	7,936	13th Aug.	S'pore, Penang & Calcutta

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EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	3rd Aug.	Manila, Sandakan, Thurs.
TANDA	6,656	31st Aug.	Iceland, Townsville, B'dane
ST. ALBANS	4,500	28th Sept.	Sydney and Melbourne.

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The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

ARAFURA	6,000	10th July.	Moji, Kobe, Osaka & Yoko
TALMA	10,000	11th July.	Amoy, Sh'hai, Moji, Kobe
KIDDERPORE	5,334	14th July.	Shanghai, Moji & Kobe
RAJPUTANA	16,568	20th July.	Shanghai, Kobe & Yoko
TAKLIWA	7,936	23rd July.	Amoy, Moji, Kobe, Osaka & Yoko
LALIPORE	5,273	23rd July.	Kobe
Cargo only.			

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu. Taiyo Maru ... Wednesday, 8th July. Shinyo Maru (Calls Nagasaki) ... Tuesday, 10th July. Siberia Maru (Calls Keelung) ... Tuesday, 24th July.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez. Komo Maru ... Saturday, 14th July. Katori Maru ... Saturday, 28th July.

SYDNEY & MELBOURNE via Manila & Ports. Aki Maru ... Wednesday, 25th July. Mishima Maru ... Wednesday, 22nd Aug. BOMBAY via Singapore, Penang & Colombo.

Awa Maru ... Wednesday, 11th July. SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles Mexico & Panama. Ginyo Maru ... Thursday, 12th July.

SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports. Kamakura Maru ... Thursday, 12th July. NEW YORK and/or BOSTON via PANAMA.

Kako Maru ... Saturday, 14th July. LIVERPOOL via Port Said, Genoa & Marseilles. Durban Maru ... Wednesday, 11th July.

CALCUTTA via Singapore, Penang & Bangkok. Tokushima Maru ... Monday, 9th July. Hakodate Maru ... Wednesday, 18th July.

NAGASAKI, KOBE & YOKOHAMA. Mishima Maru ... Friday, 20th July. SHANGHAI, KOBE & YOKOHAMA. Kashima Maru ... Monday, 9th July.

Kawachi Maru (Kobe Direct) ... Thursday, 12th July. Cargo only.

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CHANGTE	7th August	17th August
TAIPING	7th September	14th September
CHANGTE	9th October	16th October

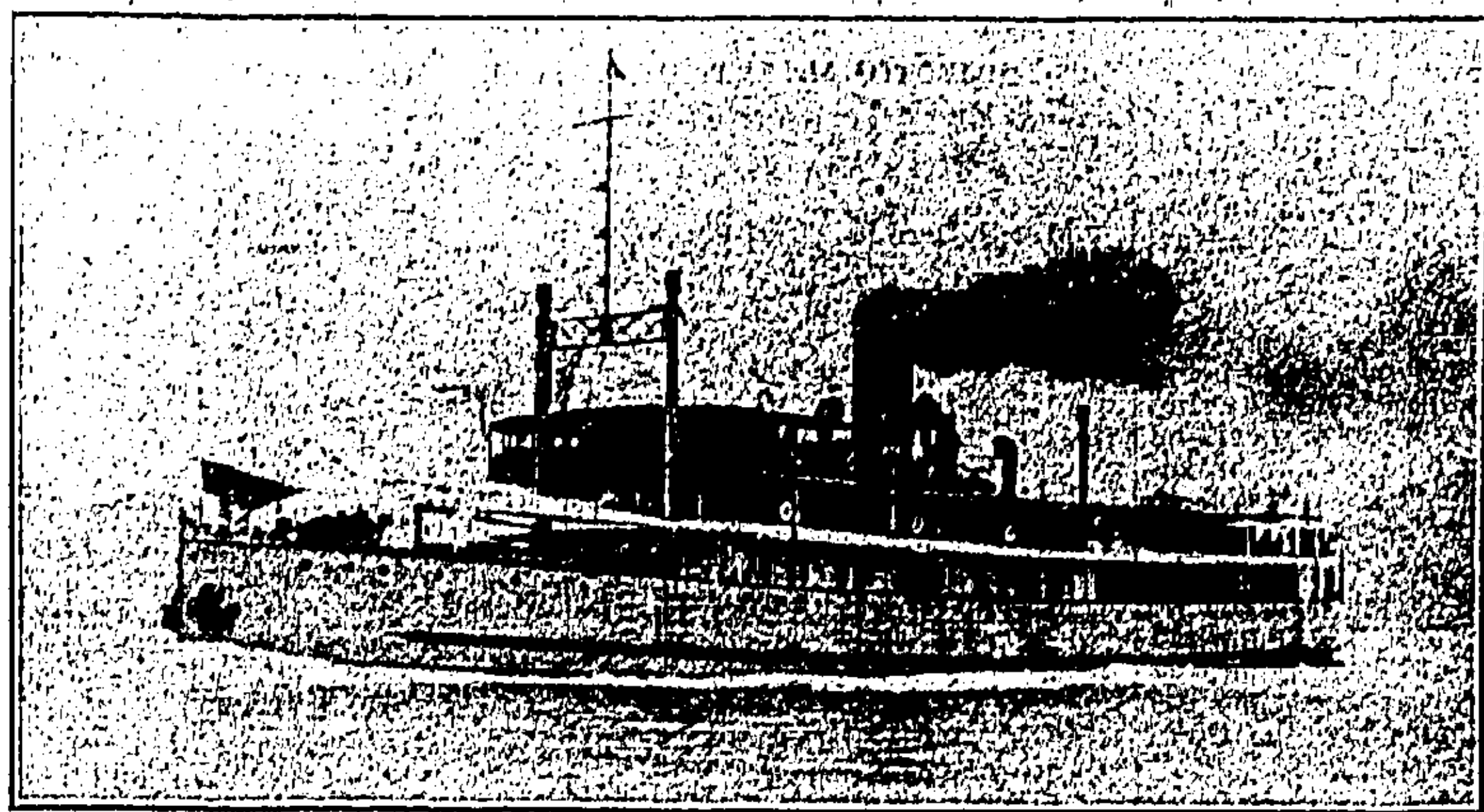
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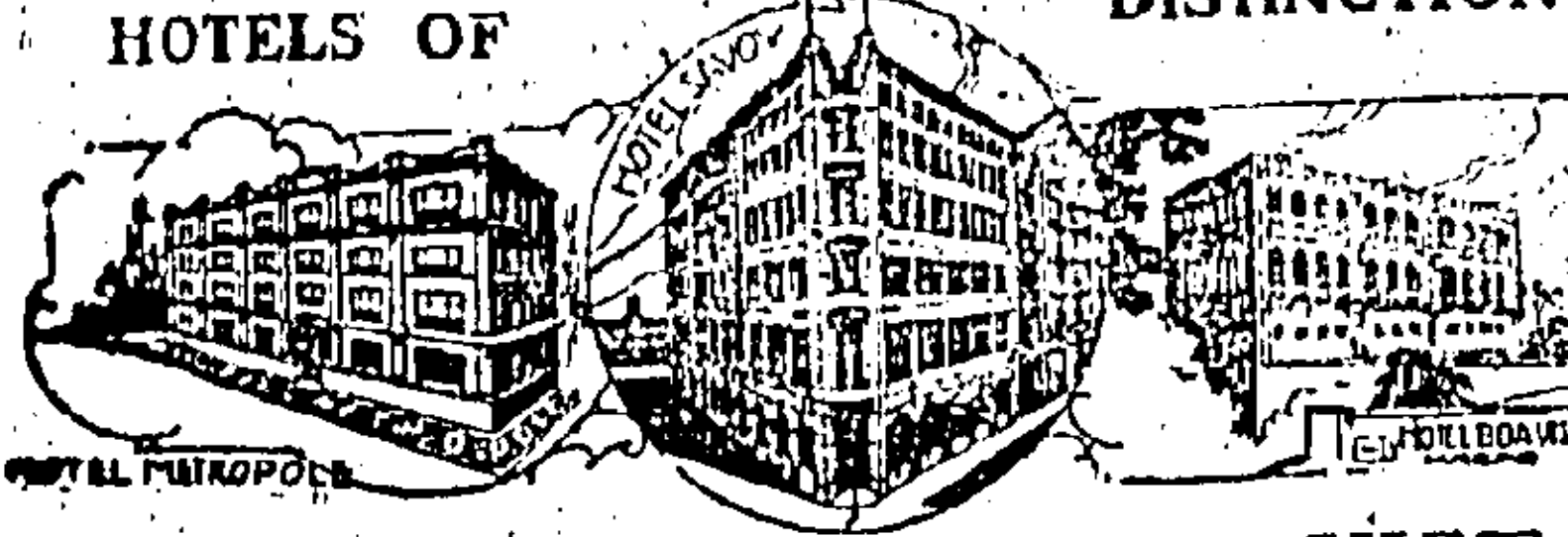
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RADIO AND CABLE CONFERENCE.

UNANIMITY REACHED IN
RECOMMENDATIONS.

REPORT STILL SECRET.

London, July 6.
Representatives of Great Britain, Canada, the Commonwealth of Australia, New Zealand, the Union of South Africa, the Irish Free State, India and the Colonies and Protectorates, constituting the Imperial Wireless and Cables Conference, to-day unanimously signed and approved the Report and recommendations on the situation resulting from competition between the beam wireless and cable services.
Sir John Gilmour, Chairman of the Conference, at the Conclusion of the proceedings, expressed satisfaction that in view of the large issues and many interests involved, the Conference had reached unanimity in putting forward its recommendations. It would now be for the Governments concerned to consider those recommendations and to decide whether they should be adopted in their entirety or not. The Report would remain secret until the Governments concerned authorised its publication.
"Even if the recommendations were approved, much remained to be done before they would be put into effect, but he hoped the result of the Conference would be the establishment of a sound, efficient, cheap and rapid system of communications between various parts of the Empire," British Wireless.

DIVORCE FOR CAPTAIN T. ARTHUR.

MR. FREDERICK TO PAY
£2,000.

A divorce case of interest to Hongkong came before Lord Merivale on June 15th, when a decree nisi was granted to Captain Thomas Arthur, of Ryder Street, St. James's, S.W., marine surveyor, because of the adultery of his wife, Mary Gwendolen Elizabeth Arthur, with the co-respondent, Ernest Cecil Frederick, of Hongkong.

The parties were married in January 1913.

When the case was called on it was announced that Mr. Frederick was prepared to pay damages of £2,000, and, after hearing evidence in support of the charge of adultery, Lord Merivale agreed to the payment of this sum.

WINDSOR MARATHON RECORD.

PAYNE WINS WITH FOUR
MINUTES TO SPARE.

London, July 6.
The British Athletic Championships are now being completed for at Stamford Bridge.

In the Marathon from Windsor to Stamford Bridge, a distance of 26 miles, 385 yards, the British record was beaten by the well-known runner, Payne, the first three home being:

H. Payne (Woodford Green) .1
Time: 2 hours, 34 minutes, 34 secs.

D. McLeod Wright (Maryhill H.) .2
Time: 2 hrs. 38 mins. 9 secs.

E. Harper (Hullamshire H.) .3
Time: 2 hrs. 39 mins. 8 secs.

—Reuter.

H.M.S. DAUNTLESS.

SALVAGE WOULD BE VERY
DIFFICULT.

London, July 6.
All stores, guns, torpedoes and movable fittings are being removed from the cruiser Dauntless, which grounded near Halifax, Nova Scotia, last Monday. The work should be completed in four days.

The question of salvage is being thoroughly considered, but the ship is on the edge of a rocky shoal and the pull-off would have to be broadside on. It might be possible to lift her bows by large lighters or caissons.

An alternative method would be to fit planting over the damaged boiler-room and obtain buoyancy by compressed air, but the time required would probably be three months in average weather.

Transport for the crew to be sent back to the United Kingdom is being arranged.—British Wireless.

A large sum of money, said to amount to several hundred pounds, was found at Wickham-avenue, Bexhill, the residence of Mrs. Mary Swayland, 72, who had been in receipt of parish relief.

DECISIVE WIN FOR LACOSTE.

REGAINS WIMBLEDON
HONOUR.

COCHET OUTPLAYED IN KEEN
STRUGGLE.

AN ALL-BRITISH FINAL.

London, July 6.
Rene Lacoste's capital victory over Tilden apparently decided the Wimbledon championship, for the young French player gained a decisive victory over Henri Cochet, the holder, in the final to-day. The match was played before an immense crowd, which saw the title change hands, as it has the habit of doing in a match distinguished only by Lacoste's confidence.

Lacoste was altogether too good in every way, and ran out an easy winner by 6-1, 4-6, 6-4, 6-2. Cochet was outclassed in the first set. Lacoste kept him on the run with beautifully placed shots, while Cochet's erratic play lost him many points.

Cochet Hits Hard.

The second set saw Cochet fighting vigorously and endeavouring to overcome Lacoste's brilliant defence by sheer pace. Several times he played some terrifically hard shots down the side-lines which Lacoste made no attempt to reach. When the score stood at 5-4 in favour of Cochet, Lacoste served a double-fault, and Cochet won the set with a lucky net-cord stroke.

In the third, Lacoste went quickly ahead to 3-1, after which Cochet again attacked, running up to the net and volleying beautifully. He drew level at 4-4, but then after a keen struggle Lacoste took the next two for set.

Cochet struck a bad patch in the fourth set, keeping the ball too low and repeatedly finding the net. Lacoste won four games in a row, and won the match in the eighth game after some sharp rallies.

Fifth French Victory.

Thus did Lacoste regain the honour he won, in 1925, while France is credited with victory in the Men's Singles at Wimbledon for the fifth consecutive year, the previous winners being:

1924: J. Borotra.

1925: R. Lacoste.

1926: J. Borotra.

1927: H. Cochet.

Before the Singles Final, Britain had qualified for the final of the Ladies' Doubles, Miss Harvey and Miss Eileen Bennett defeated Miss Boyd and Miss Akhurst (Australia) 6-8, 6-3, 6-2, after one of the most exciting matches of the competition.

All-British Final.

Subsequently, events proved that the final would be all-British, Mrs. Watson and Miss Saunders achieving a brilliant victory over Mrs. Lycett and Miss Ryan. They took the first set at 6-3, and after a keen duel won the second at 6-4.

Another surprising result was registered in the Mixed Doubles, P. D. Spence (South Africa) and Miss Ryan (U.S.A.) defeating Hunter and Miss Helen Willis in the semi-final.

The other semi-final, an all-Australian match went to Crawford and Miss Akhurst.

The full results are appended:

Men's Singles Final.

Rene Lacoste (France) defeated H. Cochet (France) 6-1, 4-6, 6-4, 6-2.

Ladies' Doubles Semi-Finals.

Mrs. Watson and Miss Saunders (Britain) defeated Mrs. Lycett (Britain) and Miss Ryan (U.S.A.) 6-3, 6-4.

Miss Harvey and Miss Bennett (Britain) beat Miss Boyd and Miss Akhurst (Australia) 6-8, 6-3, 6-2.

Mixed Doubles Semi-Finals.

P. Spence (South Africa) and Miss Ryan (U.S.A.) beat F. T. Hunter and Miss Helen Willis (U.S.A.) 4-6, 6-4, 6-3.

A Crawford and Miss Akhurst (Australia) beat Moon and Mrs. O'Hara Wood (Australia) 6-3, 7-5.

—Reuter.

THE IRAK AERIAL COMMAND.

NEW COMMANDING OFFICER
APPOINTED.

London, July 6.
Air Vice-Marshal Sir Robert Brooke Popham has been selected to succeed Air Vice-Marshal Sir Edward Ellington as Air Officer Commanding the Irak Aerial Command. He will take up his duties towards the middle of November next, on the completion of the latter officer of two years' service in Irak.—British Wireless.

BRITAIN & KELLOGG TREATY.

SYMPATHETIC EXAMINATION
PROCEEDING.

SIGNATURE HOPES.

London, July 6.
Definite British support for the Kellogg Act renouncing war has always been assured, and the close scrutiny which the document is receiving in London, particularly in relation to existing obligations under the League Covenant and Locarno Treaty, is regarded as an essential preliminary to signature.

This "sympathetic examination" has reached an advanced stage, where the entire phraseology is studied from the juridical viewpoint, since it is regarded as of profound importance that all danger of misunderstanding or of varying interpretation by signatories should be carefully eliminated.

Meanwhile, the desirability of avoiding delay in completing this necessary preliminary work is not being overlooked.

Speaking to-day at the National Peace Congress on Anglo-American relations, Viscount Cecil expressed his hope that the Government, before many weeks had passed, would say "Yes" to the pact without reservations.—British Wireless.

CANTON ARREST SENSATION.

(Continued from Page 1.)

did not allow all the prisoners to sit down at the same time.

At 6 o'clock next morning, the door was opened and the prisoners were compelled to clean out the room, working under an armed guard. Later, the officer of the guard came and called the merchant and his clerk and led them from the cell to his own room where the merchant's "boy" was waiting with food. This again had to be tasted before they could eat it.

Both Released.

About 11 o'clock the merchant and clerk were taken upstairs and shortly afterwards to the Ministry of Foreign Affairs where, half an hour later, they were received by the British Vice-Consul and allowed to return to Shamen. As they were leaving the building they met Mr. Chu Chao-shin, Minister of Foreign Affairs, who expressed deep regret for the unfortunate affair.

On their return to Shamen, the merchant and his clerk were obliged to burn all their clothes which were covered with vermin.

A claim will probably be made through the British Consulate for compensation for wrongful imprisonment and the return of the cargo seized (which is still in the hands of the Bureau) and apologies demanded from those responsible for the affair.—Our Own Correspondent.

P. & O. AND CHARTERED BANKS.

BIG BLOCK OF SHARES
CHANGE HANDS.

London, July 6.
Presiding at the annual general meeting of the P. and O. Banking Corporation, which agreed to the dividend of 5 per cent., the Deputy Chairman, Mr. Preston, referred to Lord Inchcape's private circular to shareholders in October last year, submitting an offer by the Chartered Bank of India, Australia and China to purchase a block of P. and O. Bank shares on specified conditions.

Mr. Preston stated that holders had availed themselves of the opportunity to the extent of 208,001 shares.—Reuter.

ITALIANS' RECORD FLIGHT.

ARRIVAL AT THE BRAZILIAN CAPITAL.

Pernambuco, July 6.
The Italian aviators, Captain Ferrarin and Major Del Prete, who made a magnificent non-stop flight from Rome to Brazil, proceeded by motor car from Touro to Port Natal, from which point they concluded their journey by mail aeroplane to Rio de Janeiro.—Reuter.

An earlier message stated: The aviators Ferrarin and Del Prete landed at Touro, fifty miles north of Santaba, and were forced to return owing to bad weather.—Reuter's American Service.

A copy of Joseph Conrad's novel "Chance," the first edition printed in 1915, and containing a presentation inscription, has realised £420 at Messrs. Hodgson's.

Eyes That Lure! Lips That Love!

JOSEPH M. SCHENCK presents



Norma TALMADGE
"The Dove"

It came to Dolores like a bolt from the blue! She wanted to sing, to cry, to kiss! But Don Jose put an end to her dream by casting her lover in jail—and that's where the suspense and romance begin!

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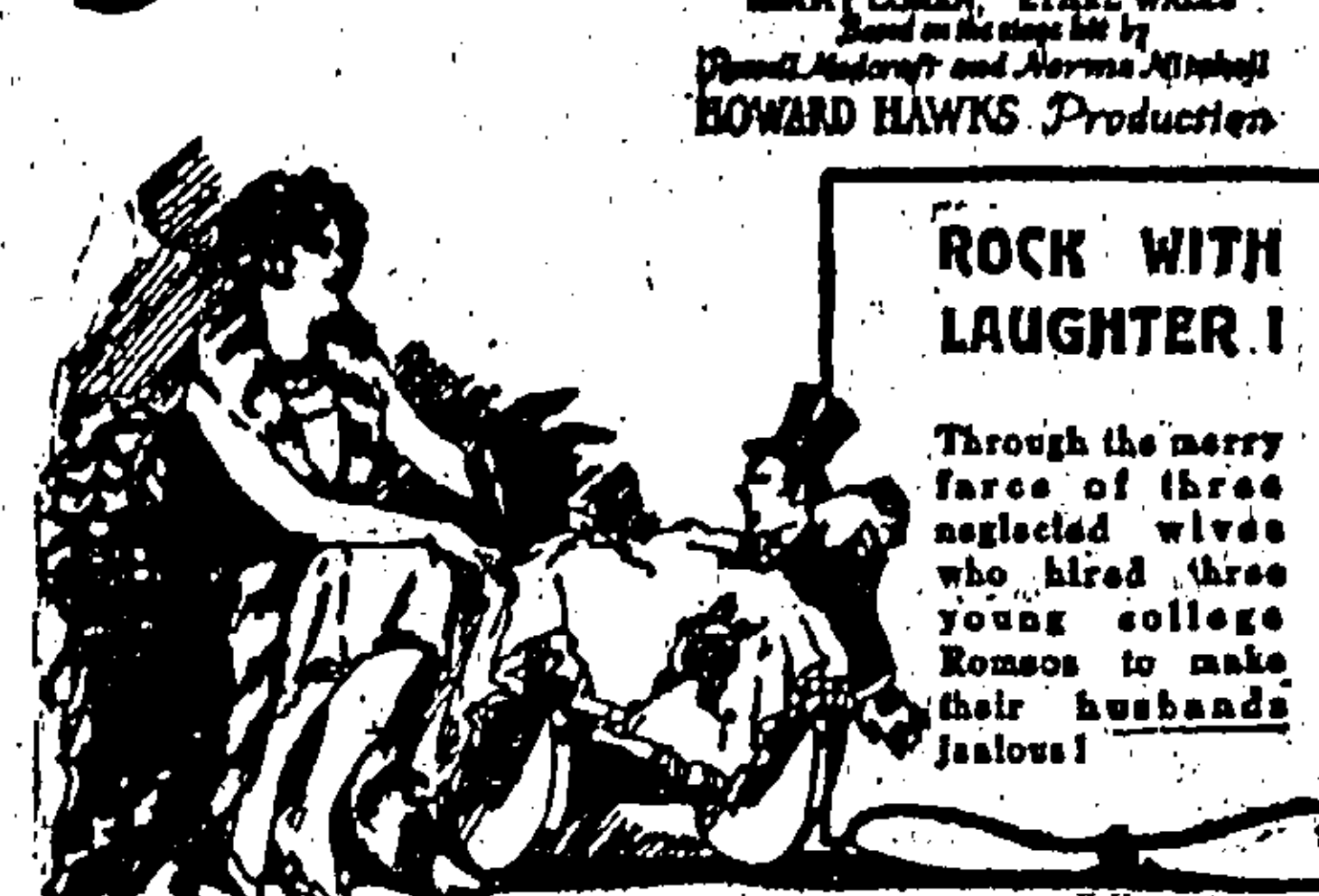
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CRADLE SNATCHERS
A Robust Comedy of Life with Young Ideas
LOUISE FAZENDA
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Based on the story by
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ROCK WITH LAUGHTER!

Through the merry
farcies of three
neglected wives
who hired three
young college
Romans to make
their husbands
jealous!

AT THE **WORLD** FINAL SHOWINGS
TO-DAY
Orchestra 5.15 & 9.20. Interceptor 2.30 & 7.15.

ADOLPHE MENJOU
In

"Blonde or Brunette"

with
GRETA NISSEN
ARLETTE MARCHAL
Directed by
RICHARD ROSSEN

A Piquant French farce
dealing with a gay young
French lawyer who didn't
know which girl he preferred
until he married them both.

AT THE **STAR** FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.